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THE **SUMMER CHARTER** ISSUE

MARCH 2015

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◦ 44 ◦

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DYNA'S STYLISH 60 HITS THE AMERICAN MARKET
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ON THE COVER: Apache II *is a 144-foot Baglietto that hits 29 knots and charters through Edmiston and Company.*

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FINDING UTOPIA

ALONG THE TWO-LANE highway from Costa Rica's San Jose airport toward the country's Pacific side, the mesmerizing shades of green changed as rapidly as my car's tires rolled over the narrow, winding road. It was about a two-hour ride down from the airport's 3,900-foot elevation to sea level, and after a six-hour flight, my stomach reminded me it was snack time. Fruit peddlers stacked along the roadside every few miles caught my eye. They were all selling oblong-shaped, tasty-looking objects called *jocotes*.

Picking up a bag of the fruit for what amounted to a handful of change, I wasted no time in sampling them. Mine were red-tone and ripe, making for a palate-pleasing and refreshing vitamin-C-filled treat. (I was told later that *jocotes* are also served unripe and green, with salt and vinegar.) This roadside gastronomic discovery was rivaled only by crossing a small bridge where a crocodile colony swam below. A passel of cars had stopped, with tourists snapping pictures and gawking. I'm not immune to astounding animal moments, so I followed suit, watching as some of these throwback reptiles slept soundly while others cruised slowly in the chocolate-milk-colored water toward a small cattle farm, seeming eager for an unfortunate bovine to get too close to the river's edge.

MASSIVE PODS OF PORPOISES CAME BY TO SAY HI AS OUR BOAT PLIED THE PLACID OCEAN.

I'd been in the country only a few hours and was increasingly enthralled with every turn. Ten degrees latitude is a cool place to be.

I arrived at the resort in time to watch the sunset between two massive rocks jutting out of the sea's surface. A megayacht rested quietly in the protected cove, stunningly backlit by the fading light. Low-lying clouds sat atop the mountains like a comfy knitted cap. Monkeys rattled tree branches as they descended. When I switched on the light at my condo's front door, a litter of little lizards scattered. The refreshing, smooth taste of an Imperial beer whet my whistle and ended one of the most sensory-filled travel days I'd ever experienced.

For the next four days, I cruised up and down the country's coast aboard a 61-footer, gazing into clear, cerulean waters that sometimes had a trance-inducing purple hue. Massive pods of porpoises came by to say hi as our boat plied the placid ocean. I saw free-jumping sailfish, and caught a few too. I also caught tuna for dinner, and every night ended with an equally spectacular sunset. I'd found my paradise. Where's yours?

PATRICK SCIACCA
Editor-In-Chief
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STRING OF PEARLS

Pearl's 65 features a top-notch design pedigree that got our Facebook followers' adrenaline pumping. Did we mention she is powered by triple 600-horsepower Cummins QSC8.3 engines? It's good reason to be excited.

Can I LIKE this twice?? :)!!
STEVE PARRISH

Oh how nice, I'd love this, I would love to drive one of these, and live on it. Oh, what a dream. ...
JULIE WOMACH

Beautiful boat. Just the right size.
JAMIE DAY

If you'd like to see photos of other recent debuts and connect with *Yachting*'s editors, visit *facebook.com/yachtingmagazine.*

Hold your martinis, Yachting *is on board again.*
SCOTT KNOLLMILLER

This is my life!
DEEDEE HARRELL

One day.
LACY STRICKLAND

DECEMBER DELIGHT

I have been boating and reading the industry magazines for more than 40 years. The December issue of *Yachting* is the most informative that I can ever remember reading in any magazine.

The December 2014 issue of *Yachting* will remain in my library for a long time!

Thank you!
MARSHALL HERRON
VIA EMAIL

It's one of our favorites too, Marshall. Thank you!
THE EDITORS

CORRECTION

In the January issue "Human Element" feature, we ran the wrong photo of Furuno's NavNet TZtouch Black Box module. The correct NavNet TZtouch Black Box module image is seen here.

READER FEEDBACK

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COURTESY TURNER BAY

SERVICE FOR 24: $250,000

Award-winning interior designer Patrick Knowles is branching out into custom china, flatware and crystal.

By Kim Kavin

WE KNOW Patrick Knowles best for his award-winning interior design aboard everything from the 161-foot Trinity *Blind Date* to the 164-foot Feadship *Inevitable* to the 167-foot Palmer Johnson *Helios 2*. Less well known is that he also owns the Turner Bay luxury home design store in Fort Lauderdale, Florida, where anyone — not just superyacht owners — can stop in and buy fantastic wall decor, lights, linens and more. Supplying that store keeps Knowles in the know about all the finest, well, fineries from around the world, and even still, he couldn't find a dinner service combination to satisfy one particular client.

"The client wanted something very specific for the decor, classic American art deco," Knowles says. "The owner also wanted something unique, very

The one-of-a-kind dining sets take at least a year to create with a process that includes CAD drawings and modeling.

THE **HOT** LIST

SMALL AND STYLIN'
The Louis Vuitton Mini Cooper (price on request) makes bonnet stripes look quaint.

APPLE, MEET DIAMOND
When the Apple Watch debuts, Mervis Diamond Importers will offer this $30,150 version.

ONBOARD RACE CAR
CXC Simulations (starting at $75,000) can race online against other drivers.

different, and really, when you get to that level and you're given to entertaining, there's only so much available on the market that is going to give you something unique and special. There isn't anything that anybody has that you, yourself, can't have."

Thus began Knowles' first foray into designing china, crystal and flatware, an undertaking that, today, he is branding as a PKD product division, offering custom dining service creation to clients whether he's involved with their yachts or not.

Similar to yacht design, the dining service process includes design drawings, CAD drawings, 3-D drawings and modeling. His first china set alone involved 32 silhouettes, everything from dinner plates to gravy boats and pickle dishes, and the result was a dinner service that exists in only one place: the client's table. A PKD dining service is a one-of-a-kind purchase. Of course, it also comes at a one-of-a-kind base price: $250,000 for china, crystal and flatware to serve 24 guests.

New clients should also expect to invest a great deal of time, at least a year and likely closer to 16 months.

"It's a huge undertaking," Knowles says. "For the silverware, we went ahead and made 3-D modeling and prototyping so we could hold the knives and spoons and forks in our hands, and that process alone takes a bit of time."

So far, Knowles has created the PKD dining service only for a client on land, for use in a private home. His hope is to

entice the owner of a superyacht that requires a great number of entertaining options, an owner who will appreciate the creations as statement pieces.

"If they have a dinner service for 60 or 70, this is where you can go absolutely crazy and create a tremendous portfolio of china," Knowles says. "You could have different place settings all the time. Dining is a huge experience on board and in yacht charter."

patrickknowlesdesigns.com

Each PKD set will be unique to its owner and unavailable to the general public.

TRENDSETTER: PATRICK KNOWLES

At his Turner Bay home design store in Fort Lauderdale, Knowles sells top porcelain brands including Anna Weatherley, Bernardaud and Philippe Deshoulieres. All have something beautiful to offer, he says, but none can be truly unique when all are available for sale to the world. Only a custom collection, like the ones he's offering through PKD, can achieve that goal. "This is a very niche service, an extremely luxurious service, not for the faint of heart," he says. "It is quite costly, and it takes a pretty significant budget in time and in money. This is for the client who wants what nobody else can get."

COURTESY TURNER BAY

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INTRODUCING THE ACCLAIMED 46 EASTBAY FB The newest 46 Eastbay brings all the performance, grace and reliability of her Eastbay predecessors—and then goes one leap further by adding a flybridge option. With joystick docking control, 30+ knot top speeds, and immaculate interiors, the 46 Eastbay is an unparalleled combination of luxury, performance, and good looks. Other options include a two– or three–stateroom layout, utility room or crew's quarters, and engine options up to 600 horsepower. Log on to learn more: **grandbanks.com/46FB.** **Visit us on Collins Ave at the 2015 Miami Yacht & Brokerage Show to see a new 46 Eastbay SX and other acclaimed Grand Banks models (February 12-16).**

THE **HOT** LIST

TWO PEOPLE, 393 FEET
The DeepFlight Super Falcon Mark II sub ($1.7 million) can barrel-roll with dolphins.

WHAT, NO CHEWBACCA?
Find 14-karat Yoda ($4,000) and Darth Vader ($4,200) cuff links at Neiman Marcus.

DESTINY AND FORTUNE

Friends of Virginia Wagner have created a scholarship fund to help at-risk kids with hands-on programs aboard the tall ship *Oliver Hazard Perry*. Wagner, a consultant at Nicholson Yachts who is battling mesothelioma, previously was a tall ship and charter yacht captain with more than 400,000 miles at sea. "If we can help even one young person," Wagner says, "it's worth it." *ohpri.org*

HORIZON YACHTS GOES BIG

Horizon Yachts, a leading builder in the Asia-Pacific region, introduced two models at the Miami Yacht & Brokerage Show. They add to the builder's nearly 30-year history of constructing yachts from 52 to 150 feet length overall.

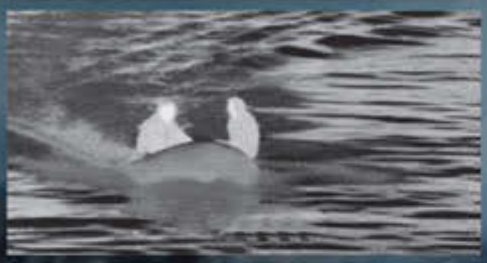
The first new offering is the Horizon P110, a trideck with a 23-foot-6-inch beam allowing for a quartet of guest staterooms. Design features include a country-kitchen galley and an enclosed sky lounge with full helm (in addition to the flybridge helm). Zero-speed stabilizers, bow and stern thrusters, and twin 1,900-horsepower CAT C32 engines are part of the standard equipment package.

The second new model from Horizon Yachts is the E84. She also has four staterooms, plus an open flybridge and aft deck for entertaining family and friends. Twin 1,600-horsepower CAT C32 engines are on her standard list, along with a hydraulic high-low swim platform, zero-speed stabilizers and more.

Horizon Yachts; horizonyacht.com

Views are unobstructed from the flybridge helm on the Horizon P110 (foreground).

TOP COURTESY NICHOLSON YACHTS



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COURTESY SPERRY (3), TEVA, LAND'S END

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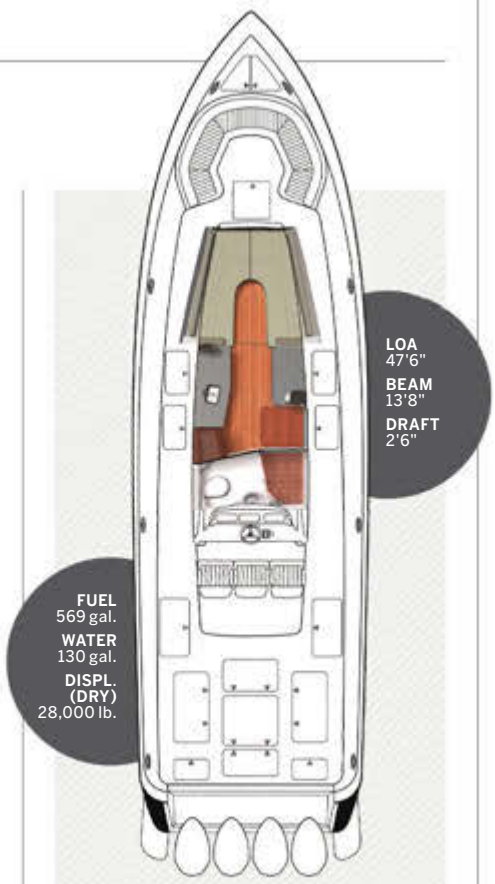

GOOD TO GO

Equipped with a full galley, electric-lift convertible dinette and enclosed head, the cabin for two makes the 475 Panacea a natural boat for weekend island getaways. The main helm has triple Stidd seats for skipper and guest comfort.

COURTESY INTREPID BOATS

OWNER INSPIRED

By John Wooldridge

"OUR INTREPID 475 Panacea is the primary tender to *Penny Mae*, a 138-foot motoryacht built by Richmond Yachts," said Capt. Mike O'Neill. *Little Penny*, as it is called, has quad 350-horsepower Yamaha outboards and is fitted with a full suite of the latest Simrad NSO evo2 electronics, an Esthec deck and a number of custom features. It has everything the owner wanted in a center-console with overnight accommodations for two.

You may think a 47-foot center-console is an idea approaching overkill, but the fact is that it lives up to its name — Panacea — with 60 mph (51 knot) top-end speeds, 0.73 mpg efficiency at 32 mph (28 knots), comfortable seating fore and aft, all of the requisite stowage for serious fishing and a single-level deck.

Little Penny is towed on a 200-foot AmSteel Blue nylon tow line. Due

Intrepid is widely known for customizing the boats it builds to suit each customer, whether ultimate use will be as a family day boat or a superyacht tender.

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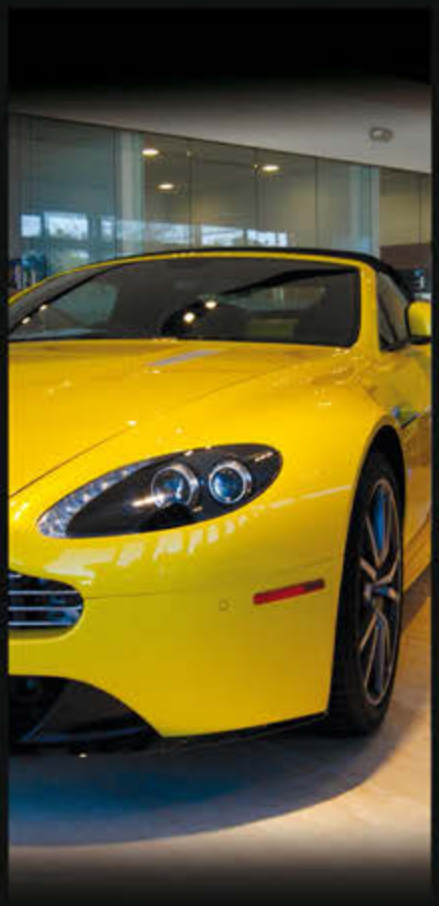

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Intrepid incorporates plenty of room for guests to move around the forward sun bed and aft console seating. The space is handy when a fish is on too.

to its size, the tender generally has its own berth in marinas and moors alongside *Penny Mae* at anchor. "We towed the boat from Fort Lauderdale to Costa Rica without incident," O'Neill said. The crew also cruised Central America for the winter, and will return to Florida and then New England for the summer.

Little Penny fills a number of roles including guest transportation ashore, offshore fishing, diving and cruising. It is a vital component of the larger yacht's charter program, allowing crew and guests to explore islands and destinations up to 50 miles away — quickly and without having to relocate the yacht — and allowing the vessel's crew to be much more flexible and diverse with cruising schedules.

With the 475 Panacea, Intrepid continues its reputation for building powerful yachts as solid as they are good-looking. The Panacea's deck and hull are a super-stiff composite of hand-laid fiberglass, both multidirectional and unidirectional cloth, vacuum-bagged around a PVC foam core. Fit and finish inside and out, and all components, are top-shelf.

Plus, the ride in all kinds of weather conditions is thrilling, helped along by the deep-V hull form with 21-degree transom deadrise and the ability to handle triple or quad outboards up to 2,228 total horsepower.

Intrepid, 954-922-7544; intrepidboats.com

WORKING WITH INTREPID "*Penny Mae*'s owners have enjoyed over 20 years of yacht and boat ownership with a variety of tenders and fishing boats, including previous Intrepids," Capt. O'Neill said. "The decision to upgrade to the 475 Panacea was a no-brainer given the company's customer care philosophy and the high build quality of its product. This proved invaluable when we added a number of custom features to our yacht. Intrepid welcomed these changes and managed to produce a final product beyond our expectations."

COURTESY INTREPID BOATS (TOP); CAPT. MIKE O'NEILL

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Tracks in the cockpit allow you to slide tables and seats around to suit your needs.

LEADING LADY

By Patrick Sciacca

BAVARIA Yachts entered the United States about a year ago with its well-received 420 Coupe, a sleek hardtop model that offers sporty performance, eye-catching looks and sizable accommodations. Building on that success and looking to satisfy those who like a view from the top, this German builder created the 420 Virtess Fly.

Like her sibling, the 420 Fly promises to be speedy with her standard 435-horsepower Volvo Penta IPS600 diesels. Her reported top hop is 35 knots with a 29-knot cruise. Close-quarters handling should be made easier with a joystick option too.

If you like to entertain on board, the 420 Fly is up to the task with large, U-shaped flybridge seating and a sun pad across from the portside helm station. The grill here makes this the spot for a fresh-fish barbecue.

Space savings from pod-drive power let the builder outfit the 420 Fly with three staterooms and two heads, making her a great fit for the cruising family. With a long standards list and a $669,795 price point, she should be on many a buyer's short list.

Bavaria Motor Yachts USA, 954-639-7976; bavariayachts.com

BAVARIA 420 FLY
AT-SEA ELEGANCE

LOA 44'8"
TOP SPEED 35 knots

Bavaria's 420 Virtess Fly has stylish yet timeless lines, offering the cruising family voluminous staterooms and a cozy interior.

COURTESY BAVARIA MOTOR YACHTS USA

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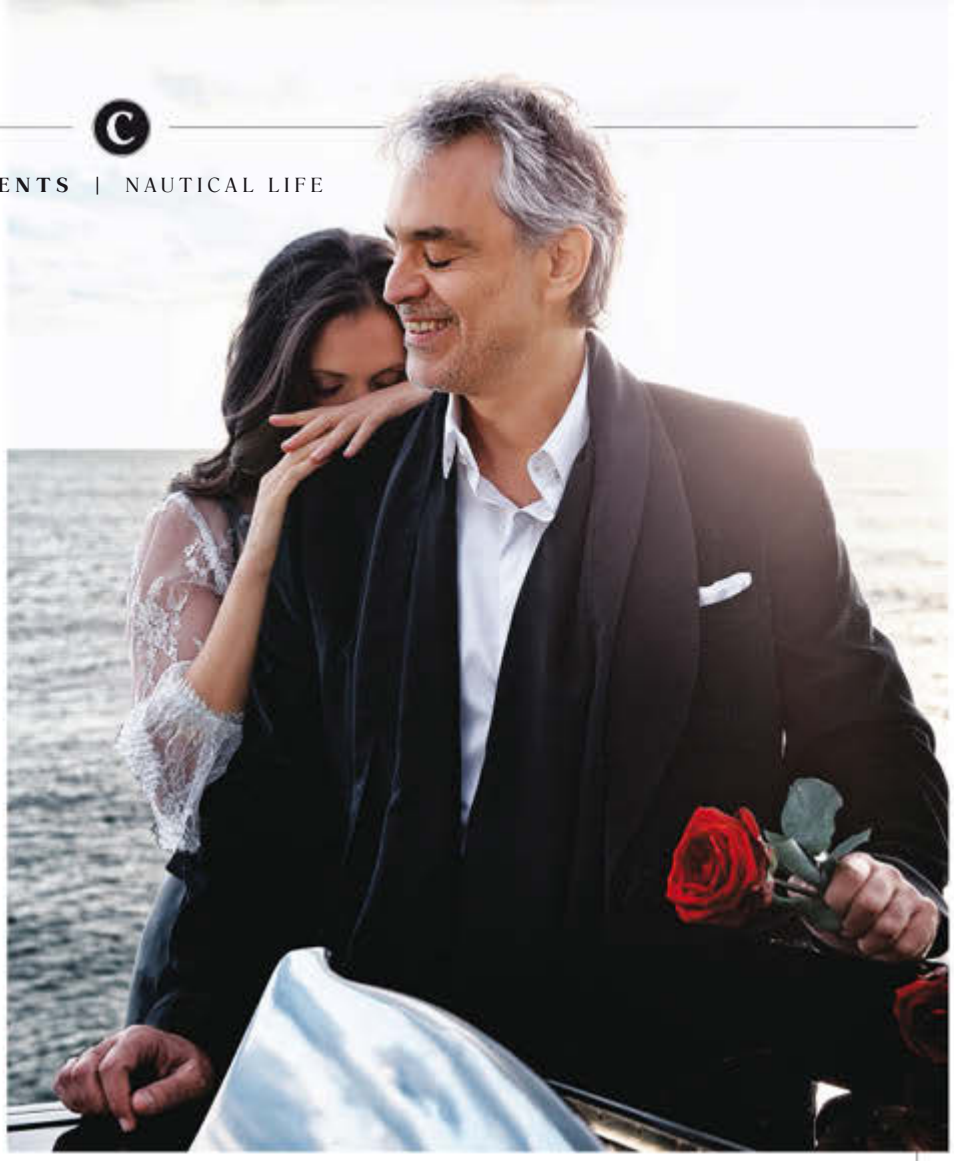

MAESTRO AT SEA

By Patrick Sciacca

LIKE MANY YACHTSMEN, legendary tenor Andrea Bocelli grew up in a boating family. His father kept a small outboard-powered vessel for outings. "Early in the morning, my brother Albert and I would load the heavy engine that my father always kept safely in the cabin at night, on our shoulders," he recalls fondly. These days, the avid cruiser is enjoying downtime with family on board his 70-foot, Vripack-designed, built-in-Holland Gamma Yachts 20 (no motor-carrying here). Bocelli discovered the yacht, called *Libertas,* after his son, Amos, who also runs the vessel, saw her in a magazine and gave his father her specifications. Having owned larger vessels that offered handling challenges and smaller, built-for-speed performance yachts, he says he really likes that *Libertas* is well laid out to accommodate his extended family at sea, allowing everyone to enjoy both togetherness and privacy. One custom feature Bocelli requested was a sofa and table forward of *Libertas*' wheelhouse. "I love the big sofa overlooking the sea, having the sky for a roof," he comments. A diving board set off the extended flybridge is pretty neat too. When it comes to his time on the water, Bocelli says, "The sea is a paradise where it is easier to understand, or consolidate, that life is an amazing gift."

THE VIEW ASTERN

Q: How did you get your start in boating?
A: *My father always had a boat of 5 or 6 meters. I think my passion for boats is rooted in those vacation days, in which I, my father and my brother went to sea for short trips.*

Q: What is one of your favorite cruising moments?
A: *The most beautiful experience at sea was certainly one from this summer, a journey that brought me and my whole family to Valencia. Many hours sailing, crossing the Gulf of Lion at night.*

One of the custom features Bocelli requested was adding this piano in the salon.

GIOVANNI DE SANDRE (2), ANDREA MUSCATELLO (2)

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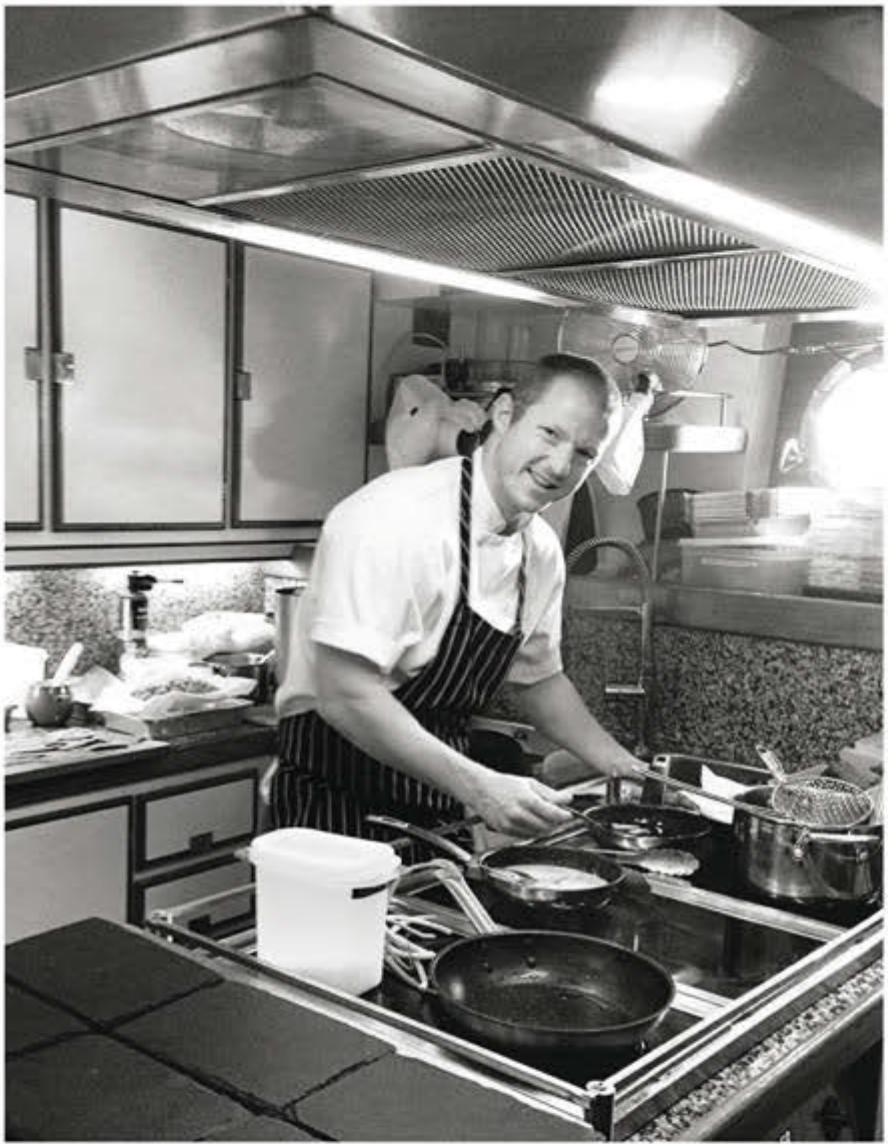

● **KDN LYNE** (left) is a two-time winner of the Antigua Charter Yacht Show culinary competition who welcomes curious charter guests into the galley for chats and recipe-sharing aboard *Sweet Escape*, which is part of the Churchill Yacht Partners charter fleet. ● **SIBYLLA BEEBE** (second photo down, at far right, with her yacht's crew) trained as a Cordon Bleu Diploma chef at the Tante Marie Culinary Academy in England before joining *Lush*, which is marketed by Oyster Charters. ● **CRAIG STEVENS** (bottom) says his favorite thing about cooking on a charter yacht is that "you never know what's going to come. We have Russians on at the moment, and I'm having to remember some of my experience cooking Russian food. It keeps you on your toes." *Icon* is part of the charter fleet at Camper & Nicholsons International.

GOURMET GREATS

By Kim Kavin

IT'S 10 A.M., and Kdn Lyne is in the galley, tossing diced veggies into a pan. Sure, his eyes are puffy and his posture is sagging, but that's to be expected after an all-night party. His crew mates aboard the 130-foot Christensen *Sweet Escape* were too excited to let him sleep the night before, after he won first prize among midsize builds in the Antigua Charter Yacht Show culinary competition. This morning, Lyne is still grinning but not as giddy as you might expect. This is, after all, the second time he's won. The first was in 2009, when he earned first prize for the 129-foot Heesen *Lionshare*.

"I joined *Lionshare* on a Sunday, provisioned on Monday and won on Tuesday," he recalls. "At least this year I had a little more time to think."

Lyne has been aboard *Sweet Escape* since March 2013. This year's contest

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ANTIGUA INGREDIENTS

TAMARIND
While the fruit is used in cooking, the tree has applications in medicine, metal polish and carpentry.

SORREL
Its stems are juicy, and its leaves are edible. Sometimes, the upper leaves are a reddish color.

BANANA FLOWER
Asian cultures treat the banana flower as a vegetable. The inner leaves can be used for serving.

PINK GUAVA
Humans aren't the only species that love to consume guava. Many animals and birds eat it too.

THE BURGER'S FRIEND
Tamarind is used to flavor many types of Indian food, but Westerners probably know it best as an ingredient in some Worcestershire sauces. The Chinese use it for jams and drinks, while in Mexico, it's sold as dried or salted snacks.

TASTES LIKE BERRIES
Sorrel has a flavor often compared to wild strawberries. It's a favorite ingredient for soups and sauces, along with salads. Russians use it to prepare green borscht, Greeks mix it into spanakopita, and Romanians serve it with lettuce atop sandwiches.

BEYOND THE BUNCH
Different from the banana bunches in most grocery stores, the banana flower has tender inner leaves that can be cooked along with the banana flower itself, which also can be served raw. Look for it in stews, soups and rice dishes, and alongside *nam prik*, the Thai dip known to be hot and spicy.

EASY TO GROW
Chefs with space for a potted plant can grow guava on board, something not possible with most other fruits.

theme was a gluten-free Caribbean dinner — not even his specialty ("my favorites are Thai and Italian") — but advantageous given his experience in the islands. He scoured Antigua for fresh produce, fish and more, and his crew mates (shown at right) prepared a table setting with pineapples and beach sand, earning them first prize in tablescapes.

"It's a massive team effort," Lyne says. "I really, really enjoy this boat."

While Lyne won for midrange yachts, first place among yachts 99 feet and smaller went to Sibylla Beebe of the Oyster 855 *Lush*, and Craig Stevens of the recently extended, 221-foot Icon Yachts *Icon* earned top honors among superyachts. It was Stevens' first time in the contest, though he's spent more than six years aboard yachts and some 20 years cooking everywhere from restaurants to the *Queen Elizabeth II*.

His Antigua win has already helped *Icon* garner at least one

charter client.

"We had a last-minute Christmas charter that came in after the contest," he says. "The security guys who came aboard with the client were saying he knew about the contest, so it definitely has an effect. And on our first charter after the boat show, I did a tasting menu with some of the food from the contest. They loved it. I could surely do it again."

LEFT FROM TOP: RIBEIROANTONIO; AFRICA STUDIO; TARO911; AUGUST0809; LARA-JO HOUGHTING

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NEXT GENERATION

By Chris Caswell

FOR PRINCESS YACHTS to replace its 42 Flybridge would suggest one of two things: The builder is barking mad, or it knew it could improve on the popular yacht. Since more than 300 42s have been sold over a decade, my first bet would have been madness.

I would have been wrong. The new Princess 43 Flybridge yacht is a captivating craft. She has two staterooms, each with a head and shower; a spacious salon that morphs into an alfresco dining and entertaining area, including the cockpit when the triple doors are opened wide; and a good turn of speed (29 knots at wide open) with standard 550-horsepower Cummins diesel engines. The salon has a couch and a wraparound settee with a movable dining table that converts into a double berth. What you'll probably remember

A CLOSER LOOK

Viking Sport Cruisers (known today as Princess Yachts America) has been the exclusive distributor for Princess Yachts in North America and the Caribbean for nearly two decades. Each Princess is modified for this market. The 43FY has U.S. 120-volt/60 Hz electrical, an 11.5 kW generator, a holding tank, air conditioning and small details such as a Hubbell shore-power cord and dockside TV/phone outlets. Each 43FY meets or exceeds both U.S. Coast Guard and American Boat and Yacht Council standards.

COURTESY PRINCESS YACHTS AMERICA

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HUNT YACHTS

about the salon, however, is the size of the windows: big and perfect for viewing the outdoors while seated.

The skipper gets twin leather seats behind a clean dash with Garmin electronics. Best of all is wraparound 360-degree visibility.

Two steps down is a U-shaped galley, and, because the windows extend above the galley, the cook remains a part of the salon action and has a view too.

Her master stateroom offers a centerline berth with roller drawers below, and a private head with shower. The guest cabin has two berths, but everyone will order the option that allows them to slide together into a double for a guest couple.

Her bridge is huge, with couches, sun pads, tables and a tidy helm console with twin bucket seats.

Built to high standards and with a $1.24 million base price, the 43 Flybridge yacht is a welcome version of British invasion.

Princess Yachts America, 609-846-9874; princessyachtsamerica.com

SIBLINGS

- **PRINCESS V48** Sporting flexible layouts with either an open cockpit for sun or an enclosed salon for all-weather use, the V48 has two en suite cabins and the option of a lower salon or a third guest cabin.
- **PRINCESS 68** Four cabins and private stairs to the owner's suite mark the 68. A hydraulic platform handles the tender. Wide doors connect the salon and aft galley with the cockpit.
- **PRINCESS S72** Versatile deck space includes seating in the cockpit, on the foredeck and on the sport bridge, while three en suite cabins include a full-beam master. A transom garage holds a 12-foot tender or PWC.

COURTESY PRINCESS YACHTS AMERICA

25 knots is the 43FY's economical cruising speed.

1,100 is the number of horses in the yacht's engine room.

47 feet is her length, and she's perfect for families.

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MARINE PRODUCTS

RENT TO OWN

One of the best ways to find the yacht of your dreams? Charter it.

By Glen Justice

WHEN YOU buy a house, you do some research. It's generally your largest asset, so you talk to people, you see some comparisons, you get a survey. If you could move in for a while, you'd probably do that, to thoroughly investigate the property and the neighborhood. But it's usually not an option.

Now, let's talk about a yacht, which is another major asset. Here, you do all of the same things, except there is a way you can move in for a bit. And yet few people take the opportunity.

Chartering a vessel for a week, one you are interested in buying, gives you insight into the yacht that you simply cannot get in any other way. There's no substitute for sleeping in a stateroom, using the facilities yourself, noting how the boat accommodates you and your family and watching how it performs in a variety of real-world conditions.

A sea trial is, by definition, a limited experience. But a charter can be a truer test, allowing you to see for yourself whether that transom garage really is big enough, whether the layout is functional for your cruising needs and whether those gyrostabilizers work as described. On a big boat, it's also a way to evaluate what you would like in a full-time crew.

After chartering the 156-foot Va Bene*, legendary guitarist Eric Clapton decided she was the perfect yacht for his cruising needs.*

Maggie Vale, a charter broker at Churchill Yacht Partners, said many clients use charters to help inform their buying process. Often, she said, they will charter two or three times — sometimes longer than a week — to help determine the size and model that suits them.

"Until you go out and feel how it rides and if you are in the right size range, it's like picking a dress off the rack without trying it on," Vale said. "I don't recommend it."

Kathleen Mullen, general manager at Regency Yacht Vacations, agreed. "It works very well for buyers," she said. "It's a good way to narrow the field of what you would like to buy."

Vale said it's not unusual for a client to purchase the very boat they charter.

"Clients charter it two or three times, say 'this is the one I want' and make an offer," she said. "Everything is for sale — everything in the world."

Guitar legend Eric Clapton took this approach with his yacht. As the only person inducted into the Rock and Roll Hall of Fame three times (with the Yardbirds, Cream and as a solo artist), he probably had many size and style options. But the guitarist reportedly chartered the 156-foot Kees Cornelissen *Va Bene* and was so smitten with her that he bought her, and he later had the 1992 build completely refit. This six-stateroom yacht with room for 13 crew is now offered for charter through Burgess Yachts at a weekly base rate of $179,000 for 12 guests.

> CHARTERING A VESSEL FOR A WEEK, ONE THAT YOU ARE INTERESTED IN BUYING, GIVES YOU INSIGHT.

Indeed, it is worth asking the seller whether he will put you on the boat for a few days at no charge, or if he is at least willing to credit part of the cost of a charter toward the sale. The worst he can say is no, in which case you would have to absorb the cost yourself.

But that money might buy you a great deal of confidence in your purchase.

BURGESS YACHTS

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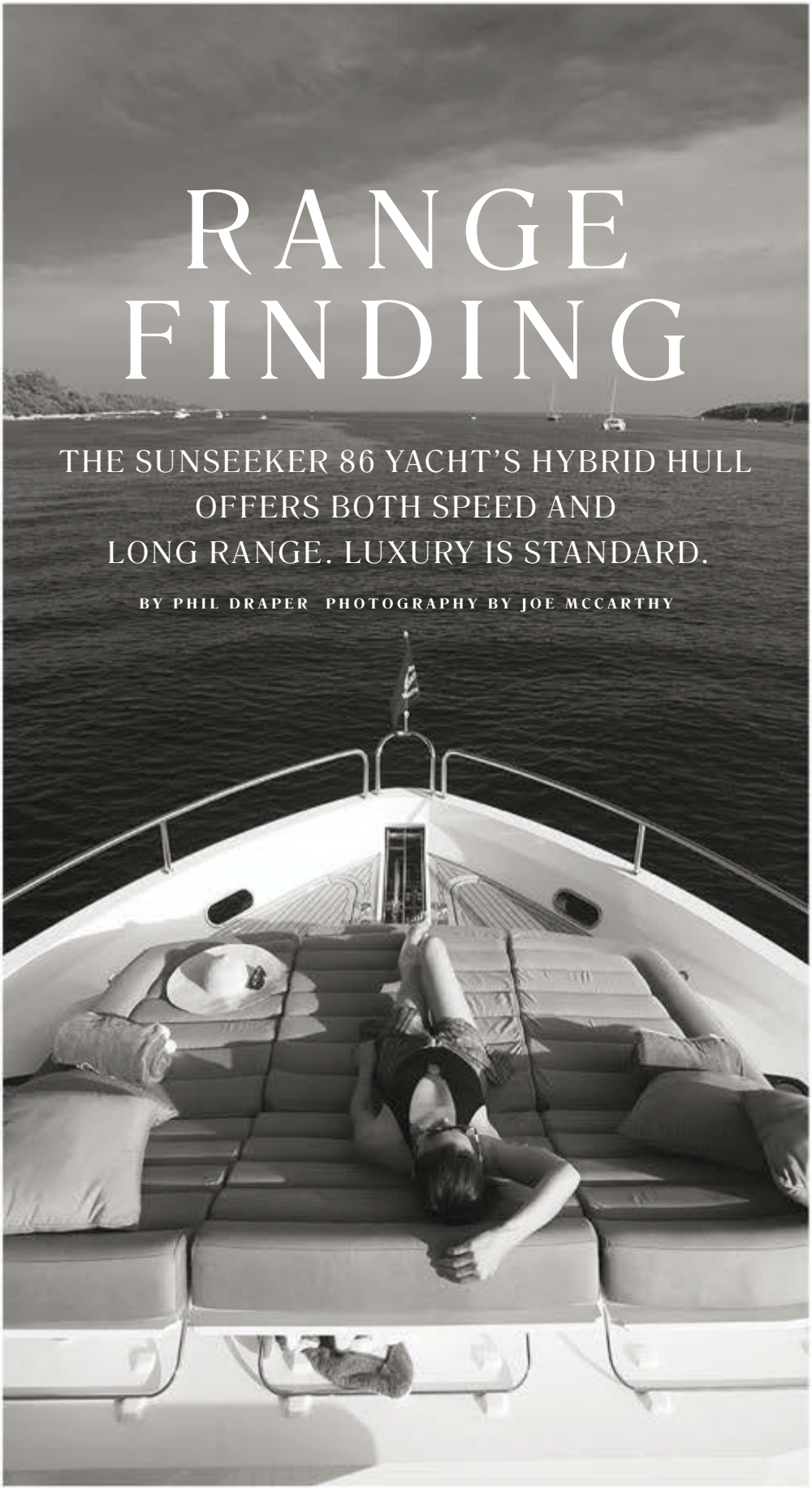


RANGE FINDING

THE SUNSEEKER 86 YACHT'S HYBRID HULL OFFERS BOTH SPEED AND LONG RANGE. LUXURY IS STANDARD.

BY PHIL DRAPER PHOTOGRAPHY BY JOE MCCARTHY

The 86 Yacht is capable of impressive top-end speeds, but her hybrid hull offers long range too. And with a relaxing sun pad like this one, who's in a hurry?

T

THE DRIVE FROM MY Suffolk home on England's east coast to Sunseeker, which is based in Poole, Dorset, on the southwest coast, is four hours minimum without activating any speed cameras. (And there are lots in this part of the world.) At 8 o'clock on a mid-October morning at Sunseeker House, hot coffee and a bacon roll restored a suitable enthusiasm for the day, as did an unexpected break later in the heavy, dark clouds that the short-range shipping forecast had suggested were going to be particularly nasty. In the end we enjoyed Indian summer sunshine for the duration of our morning with the builder's 86 Yacht. And while my morning had been fairly ordinary, this Sunseeker proved herself completely the opposite.

Never mind the unarguably bold, and to me quite stunning, profile that's pure contemporary Sunseeker; the really interesting bit lies beneath the vessel's waterline. Sunseeker designed the 86 Yacht from the keel up to deliver serious cruising flexibility. Conceived by the builder's longstanding in-house naval architect Ewen Foster, this yacht's hull form is a hybrid. It can deliver the usual Sunseeker planing speeds, but it's a little bit deeper in the forefoot and a little flatter aft, which helps deliver more efficient displacement and semidisplacement performance. The transom deadrise is 17 degrees. By comparison, the 88 Yacht she replaces in the Sunseeker lineup had a transom deadrise of 20 degrees.

The hull is produced by a two-part mold that was created in-house from a two-part milled plug. This split-mold approach has nothing to do with performance, but is more to do with yard practicalities when it comes to moving the tooling around. Unlike many other builders, Sunseeker still bangs the wet layup drum. None of its hulls and superstructures are vacuum-infused, despite the advantages and successes — including

When it comes to joinery, the high-gloss-to-satin ratio is about 50:50. All combinations of American walnut are popular with owners, and other options include bleached and yellow oaks, with cherry quite popular in the Asian market. More exotic selections like ebonies, zebranos and bamboos are popping up more often too.

LIKE A ROCK: STABILIZERS ON BOARD

Sunseeker is testing a new stabilization system on the 86 Yacht. Thus far the builder has worked with most mainstream stabilization players such as TRAC, Side-Power Vector Fins and Seakeeper. The first four 86 Yachts will get pairs of Italian company CMC Marine's 6-foot-6-inch Electra stabilizer fins, which claim a 60 to 65 percent roll reduction. These will be evaluated over a season or two. Sunseeker won't support a new system without clear evidence, and such trials are a first step. From Hull No. 5, Sleipner Vector Fins will be installed as standard instead; they will then be part of a complete hydraulic installation that includes Sleipner Side-Power thrusters, bow and stern. The Vector Fins could actually increase speeds slightly over a finless hull because pinching them together a little increases lift aft, boosting speeds and softening pitching. — *P.D.*

lightness, strength and increased efficiency — competitors have had with such techniques. Sunseeker says it prefers its method to avoid print-through issues in the vessel's gelcoat finish.

Specifying the engines for a hull like this is a crucial decision. Four engine options, all MTUs, are available: twin 1,380-horsepower 10V2000 M84s or twin 1,659-horsepower 12V2000 M84s, both of which are derated, or twin high-performance 1,622-horsepower 10V2000 M94s or 1,950-horsepower 12V2000 M94s. However, it is also worth mentioning that all of the aforementioned engines will soon be replaced by versions that comply with the latest EPA Tier 3 and IMO Tier II requirements with in-engine technology, and IMO Tier III requirements using SCR exhaust-gas after-treatment. Whatever the engine designation, the selection should depend on your cruising requirements, not top-speed vanities.

With the more powerful M94 ratings, the top-speed options are 27 knots with the 10Vs (which is what Hull No. 2, our test boat, had) and 31 knots with the larger 12Vs. But that's not the interesting call. There is little difference in high-speed cruising ranges — 488 nautical miles at 2,200 rpm and 22 knots, or 468 nm at 2,200 rpm and 26 knots — the range does vary significantly at slow-speed cruising speeds. It is 1,430 nm at 1,200 rpm and 10.4 knots for the 10Vs; 1,188 nm at 1,200 rpm and 12 knots for the 12Vs. If you slow down a bit, she will make 1,753 nm at 1,000 rpm and 8.5 knots or 1,456 nm at 1,000 rpm and 10 knots, respectively. Long-range cruising enthusiasts will surely appreciate the 86 Yacht's performance versatility.

With the derated diesels, the top speeds of 10Vs and 12Vs are 24 knots and 27 knots, respectively. At 10 knots, the 10Vs are spinning at 1,000 rpm and the range is around 1,450 nm with a total fuel burn, including generators, of just over 18 gallons per hour. At a virtually identical 10-knot cruise and 1,000 rpm, the 12Vs burn nearer 19 gph and deliver a 1,380 nm range. Those are long legs.

Slow-speed cruising is the real luxury with this yacht. During our test on that semiblustery autumn morning, our 86 delivered the predicted 26-knot top speed and was suitably agile for a lady of 147,400 pounds half-load displacement, but the best bit was the cruise home at just 10 knots. I was at the helm all the way back to the yard from the outer reaches of Poole Bay, at least 10 to 15 nm at 10 knots, and had time to appreciate the scenery, not least Brownsea Castle, which lies a mile from the yard and serves as one of the world's most obvious landmarks just inside the entrance to Poole Harbour. This channel winds to the north with trot lines along the way and the sun on riverside hills, fields and some of the envy-provoking waterside properties around the exclusive Sandbanks area of Poole. The spot is probably as close as England gets to having its own Fort Lauderdale — not very close, but still pretty posh. That hour-and-a-half cruise was bliss. I would have been happy with another 1,400 nm or so like that.

The base price of a Sunseeker 86 Yacht with the biggest 12V engines is just under 3.9 million pounds (about $6 million at press time), whether

A standard main-deck configuration delivers the usual combination of an aft lounge, an amidships dining area and an enclosed or open galley. Below-decks space allows for four staterooms with the owner's suite able to be placed aft or amidships. Staterooms can be set up as a media room, a wellness room, a sauna or a cinema.

THE NEW BOSS

Phil Popham recently became Sunseeker's chief executive officer. Much of his career was spent in senior roles within parts of what is now Jaguar Land Rover. Most recently, he was group marketing director. — *P.D.*

spec'd with the M84s or M94s. But specify the least powerful 10Vs, and again either the derated M84s or M94s, and the basic price drops to a whisker under 3.6 million pounds (about $5.6 million at press time). Then, once all the usual options are totaled up, expect to see another 10 percent or so more added to the final bill, excluding taxes; that's the average that extras cost.

One recent client pushed options about as far as imaginable with a production yacht. The fourth and fifth 86 Yachts will be based in the Seychelles. One will serve as a support vessel for the owner's two 230-plus-foot megayachts. The other will be a dive boat with the main salon certified as a wet deck and an editing suite aboard to process underwater video.

During our test in mid-October, little more than a month after the 86 premiered at overlapping boat shows in France and the United Kingdom, 19 had already been sold, totaling 18 months' worth of orders and delivery slots now pushing into early 2016. All of those are "Euro-spec" boats, although bound for various regions of the world.

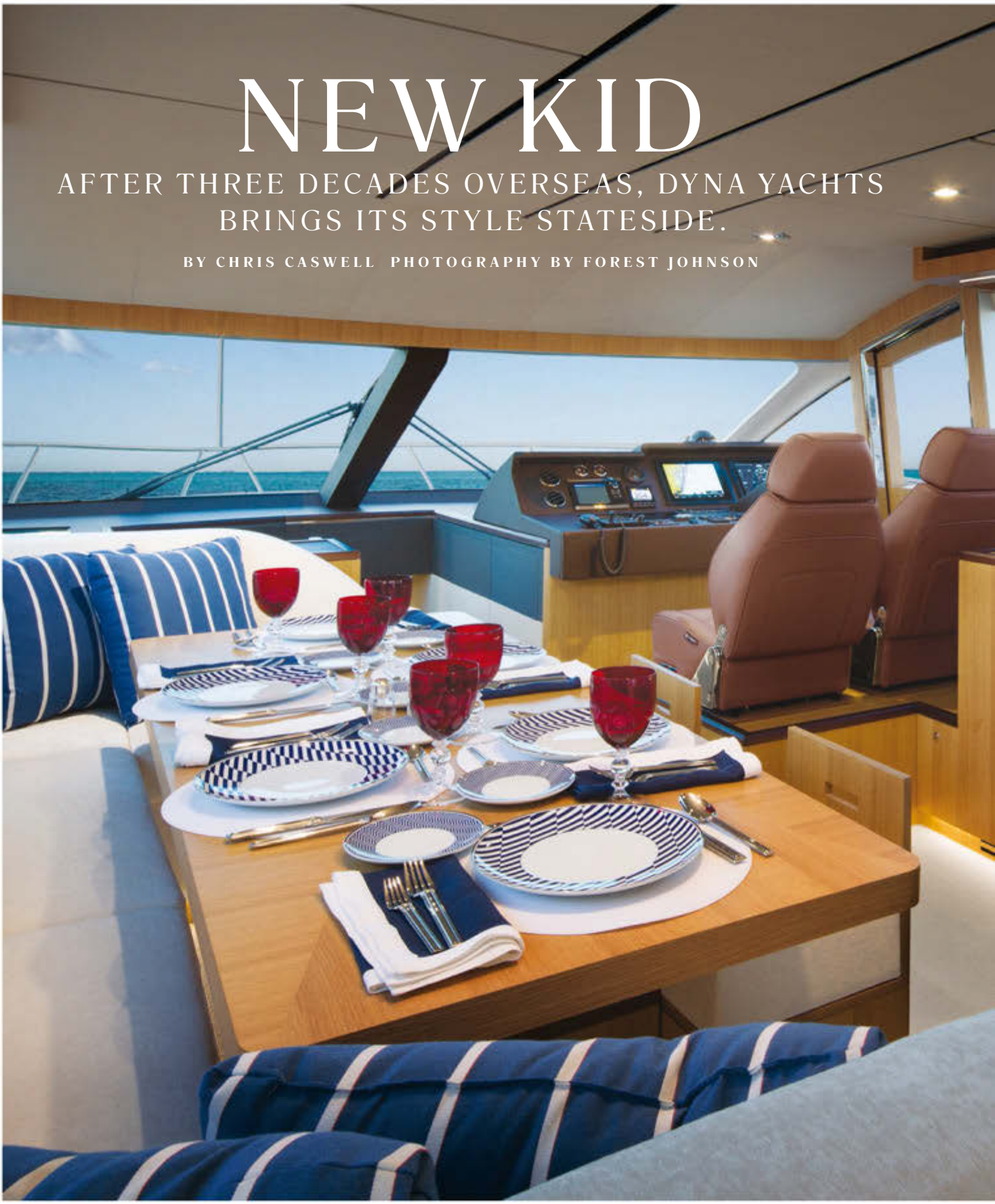
Ironically, despite all the sound arguments for derated engines and displacement and semi-displacement cruising speeds — all of which Sunseeker flagged as desirable in market research and focus groups — all the boats sold thus far are contracted with high-performance M94s. As the saying goes, "You can lead horses to water, but you can't make them drink."

Sunseeker, +44 (0) 1202 381 111; sunseeker.com

NEW KID

AFTER THREE DECADES OVERSEAS, DYNA YACHTS BRINGS ITS STYLE STATESIDE.

BY CHRIS CASWELL PHOTOGRAPHY BY FOREST JOHNSON



The Dyna 60's salon dining arrangement keeps guests and the helmsman within earshot underway, while the aft galley layout lets you easily service both indoor and outdoor areas. It's a great setup for onboard cocktail parties.

NEARLY THREE DECADES OLD, Dyna Yachts is well-known to the world yachting market, but the recently launched Dyna 60 is the first of this builder's European-inspired motoryachts. This vessel marks a distinct change in styling. Partly, it's because the company is striking out under its own name (see "Dyna Blow Your Horn," this story), but it is also about keeping up with modern tastes.

Two basic layouts are available, each with three staterooms, two heads and the crew quarters aft. The salon is where the layouts vary. Our test boat had the Euro day-boat version, which North Americans may or may not embrace. In this arrangement, the galley is aft for easy service to the bench seat and dining table on the covered afterdeck, to the dinette on the slightly raised upper salon opposite the helm and to the flybridge. With a Corian-topped island/bar, this salon layout is great for entertaining or for taking guests on a day cruise. Three-panel, stainless-steel sliding doors open the salon to the afterdeck.

The downside is there is no place to sit in the salon except for the dining table, but this is neatly remedied by the second arrangement, which turns the lower salon into an entertainment spot with a wraparound settee and separate couch. The forward salon gets a galley to starboard in a slightly reduced footprint, while the dining area remains to port. Both dinettes have cleverly hidden chairs for extra seating.

Both layouts also benefit from large (and many) windows that flood the interior with light and provide great visibility throughout the salon.

Whichever layout you choose, the Dyna 60 provides considerable outside areas, such as the settee on the teak-plank afterdeck and a large foredeck sun pad with adjustable backrests.

But it's the bridge where you really enjoy the alfresco lifestyle. It extends all the way to the transom, and it's cantilevered, eliminating support posts that impose on the lower deck. Its stout nature is a testament to the build quality. I've seen some extended bridges that are too flexible.

Seating, lounging and eating are clearly the goals for the bridge. A J-shaped, four-side settee is around a cocktail/dining table, another curved settee is just forward, and the sun pad is large enough for a gaggle of sun lovers. The helmsman's companion has an adjustable double-wide seat, and just behind the helm seat is an outdoor galley console with grill, sink and fridge.

Our test boat had a sweptback electronics arch abaft the bridge seating, but for once, the builders put the radar on a post, raising it above the level of standing guests. An option is a fiberglass hardtop to cover the forward portion of the bridge.

When it comes to accommodations, the Dyna 60 doesn't stint. Down an atrium stairwell from the lower helm and just aft is a full-beam master. Its layout includes a bureau to port, a table/vanity with two seats to port and a private head with

The Dyna 60 comes with an array of power choices. Our test boat had 600-horsepower Cummins engines providing an economical 18.6-knot cruise. Base price for this vessel is $1.8 million.

DYNA BLOW YOUR HORN: A BRAND IS BORN

Dyna Yachts may not be a household name in North America, but it's one of the largest builders in Taiwan and is a major player in Asia, Australia and Europe. Founded in 1986 by naval architect Terry Yen, Dyna builds yachts from 51 to 105 feet in length. It has also constructed vessels for other companies, including the Marlow Explorer series before Marlow opened a yard in China. In 2000, a fire destroyed the Dyna plant, but the company recovered quickly with a new, modern factory. The builder specializes in innovative modular construction, allowing considerable layout flexibility for owners. One-third of Dyna's yachts are production boats, while two-thirds are customized using modular technology. —*C.C.*

Alfresco dining aficionados will appreciate the weather protection offered by the extended flybridge overhang. Note the too-cool nook in the spacious full-beam master. We'll take our breakfast here, thank you very much.

Myriad seating areas, including the flybridge and foredeck with sun pad, let guests enjoy the sea air on board the 60.

stall shower and seat. The king-size centerline berth faces a bulkhead-mounted flat-screen TV.

At the forward end of the passageway is the VIP stateroom, also with a king berth and cabinets tucked into the tapering bow section. This cabin has direct access to the day-head, which is similar in size to the master's.

On the starboard side of the passage is the third cabin with twin singles and stowage. This cabin accesses the day-head with shower off the companionway. Tucked under the afterdeck is a surprisingly spacious crew cabin with a pair of single berths and a compact, but complete, head with shower. While a 60-footer is well within the owner-operator size range, our test boat's day-boat/entertainment layout might lend itself to having an occasional captain so owners can enjoy themselves. With the other layout, I would imagine the crew cabin will be staked out by teenagers.

Inside driving duties on the 60 are from the lower helm, with its cushy leather seats and a sun-shaded dashboard that, on this test boat, had a full complement of Garmin electronics (the brand is always owner's choice). I liked the pantograph door next to the skipper's seat, enabling easy access to the side deck for docking. The side deck also scored points for being wide enough that you don't have to sidle along, and I liked the high bulwarks topped with stainless-steel rails.

Standard power for the Dyna 60 is a pair of 600-horsepower Cummins QSC8.3 diesel engines, but owners can specify pretty much any package they fancy. The next 60 will get the raised-galley layout and will have a pair of 715-horsepower Cummins QSM11s for a bit more zip.

With the standard motor or similar horsepower diesels, she makes a solid 18.6-knot cruise at just 2,100 rpm, while her motors sip 48 gph. That suggests a fuel-efficient hull, something savvy owners consider carefully. At 2,400 rpm, our test boat made 23.5 knots. With a bit of prop tuning (this is Hull No. 1), 25 knots is well within reach.

TWO BASIC LAYOUTS ARE AVAILABLE, EACH WITH THREE STATEROOMS, TWO HEADS AND THE CREW QUARTERS AFT.

Speaking of engines, there aren't enough 60-footers with full standing headroom in the engine room, but the Dyna 60 has it. There's also room for impressive standard equipment like the keep-you-cool 60,000 Btu MarineAir air conditioning and Onan 17 kW generator.

This yacht sports solid construction with a vacuum-infused layup, foam coring above the waterline and solid fiberglass below, and an extensive network of stringers in the hull. The decks and house are all foam-core too. Yet more thoughtful details include hinged fender holders forward and teak grating that allows a same-level sole from the salon to the afterdeck.

I liked the Dyna 60 a lot. She is an impressive debut as the first of a new line. Built right and priced right, she should be on your "must-see" list for yachts of this size.

Dyna Yachts, +886 6 6987 608; dynayachts.com

Dyna Yachts is based in the Kuan-Tien Industrial Zone in Tainan City, Taiwan, bordering on the Taiwan Strait. Originally a sea trade hub during the 16th century, today it's well-known for its boatbuilding.

CUMMINS QSC8.3: MODERN-DAY DIESEL

Introduced in 2013, the QSC8.3 from Cummins is part of its Environmental Protection Agency Tier 3 lineup of certified clean diesels built for the marine market. EPA Tier 3 standards call for a 20 percent reduction in nitrogen oxides and hydrocarbons, so the engine not only runs cleaner but has lower fuel consumption too. As a Quantum-series engine, the QSC8.3 is an inline six-cylinder, four-stroke diesel that is turbocharged and aftercooled with a common-rail fuel system in a four-valve-per-cylinder engine. Available in ratings from 500 to 600 horsepower, the Cummins QSC8.3 diesel uses SmartCraft vessel diagnostic electronics. — *C.C.*

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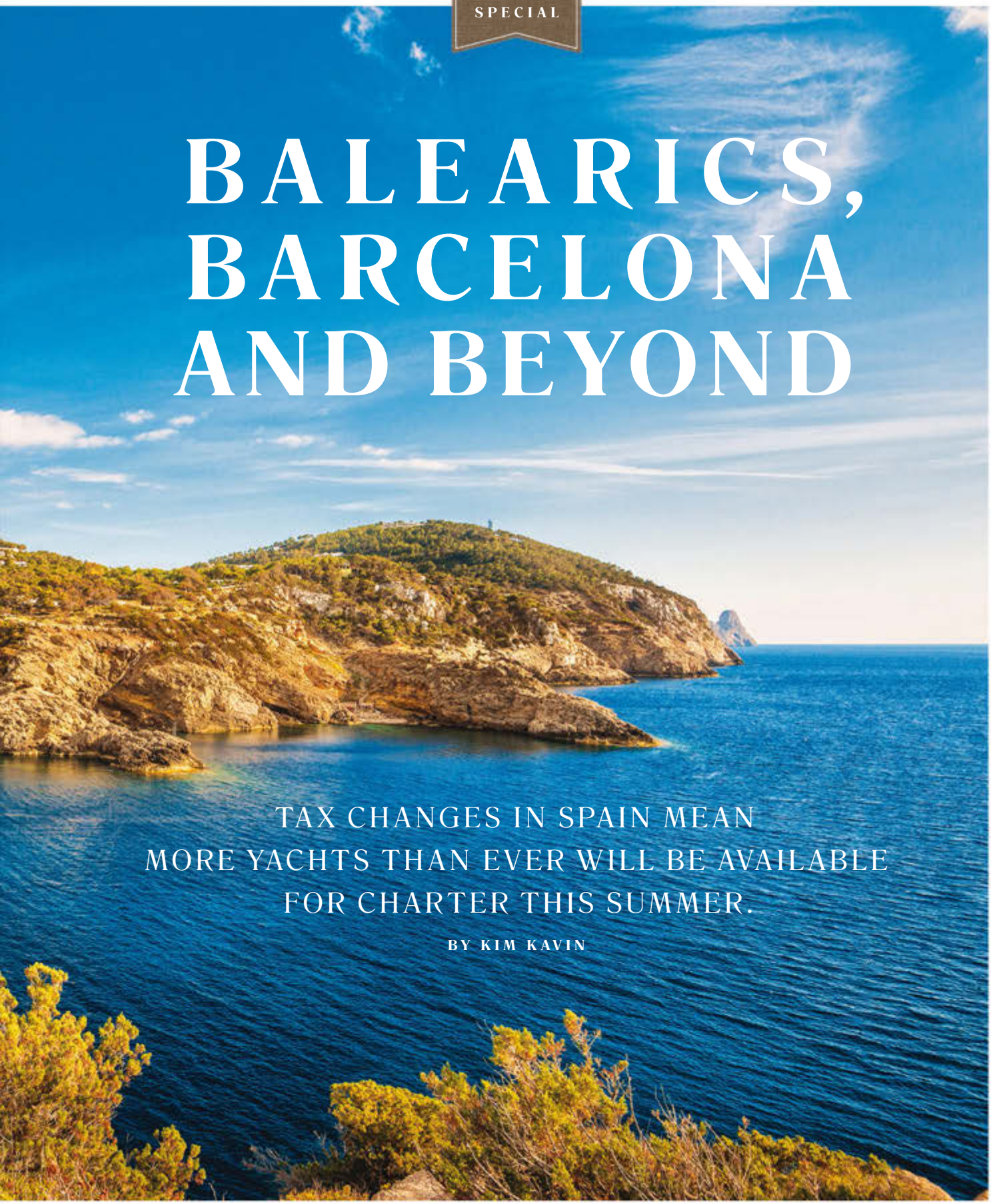
BALEARICS, BARCELONA AND BEYOND

TAX CHANGES IN SPAIN MEAN MORE YACHTS THAN EVER WILL BE AVAILABLE FOR CHARTER THIS SUMMER.

BY KIM KAVIN



Ibiza, one of the main islands in the Balearics, is fast earning a reputation as the St. Tropez of Spain thanks to world-class discotheques.

B

BOOKING A GREAT YACHT in Spain is going to be easier this summer than it's ever been in the history of the luxury charter industry.

If you think that's an overstatement, think again. The Mediterranean, and France and Italy in particular, have long been the world's epicenter of summer charter activity, with crewed yachts chockablock along the coastline from Antibes to Amalfi every May through September. Neighboring Spain, though, has forever been the wallflower at the party, all dressed up but unable to dance.

It's not that Spain lacks for great cruising options. The Balearic Isles are some of the prettiest in the world, with history and culture in cities like Palma de Mallorca, world-class discotheques on Ibiza, archaeological sites on Menorca and fantastic beaches on Formentera. The archipelago's offerings have long been overshadowed, though, by a matriculation tax. The government required yacht owners to pay 12 percent of their vessel's value if they wanted to offer it for charter in Spanish waters. Most yacht owners — especially those with the biggest, newest, most expensive builds — decided the tax wasn't worth paying and offered their boats for charter in other parts of the Mediterranean instead.

"If the boat is worth $20 million, you'd never recoup the tax through chartering," says Anne Sterringa, Palma-based senior charter broker with Camper & Nicholsons International. "It meant the boats in Spain were smaller and older. Paying 12 percent on a 2014-built boat is different from 12 percent on a 1990-built boat."

The old town on Ibiza is divided into two sections: the Dalt Vila ("upper town") and the modern Eixample ("extension"). While the island is known for night life, it also includes historic sights such as a 14th-century cathedral.

Between October 2013 and September 2014, the Spanish government issued several notices regarding the matriculation tax, making it possible for far more yachts to receive an exemption. Brokers and yacht owners have spent the past year and a half figuring out the paperwork and intricacies, and this summer will be the first season the effects are fully seen. By all pre-season indications, there not only will be far more charter options, but also far more newer and nicer yachts for clients to book in the Balearic Isles and beyond. Early requests for exemptions and cruising permits tell the story in numbers: During summer 2013, according to multiple sources, about 25 yachts over 78 feet long were available in Spain, and the biggest was just 118 feet long (barely midrange in the global charter market). As of last summer, the number of yachts available had doubled to about 50. "This fall and winter, I already have received calls from three different people saying they have boats that want to apply; how do we do it?" says Marta Iglesias, a longtime Palma-based charter broker with Fraser Yachts Worldwide who moved to Camper & Nicholsons in January. "It's changing. Forty-meter boats, 50-meter boats, 60-meter boats, all of these are coming. It's great news."

The biggest change is expected to be availability

PREVIOUS SPREAD: SACK; THIS SPREAD: NEONJELLYFISH (2)

The 137-foot Holland Jachtbouw *This Is Us* (top) has a crew familiar with Spanish waters and is a charter option this summer. Itineraries can include visiting beaches, cruising and meandering the old stone streets like this one in Dalt Vila, Ibiza.

of yachts over 100 feet long, and the savviest brokers are keeping tabs now on which ones apply for the tax exemption so they can book them before the calendars get full come May or June. "There is a lot of pent-up demand for charter in the Balearics," says Ann Landry of Northrop & Johnson in Fort Lauderdale, Florida. "For years, I've had clients asking for big boats in the Balearics, over 100 feet, and we couldn't find them. They didn't exist."

Some clients got especially frustrated last summer, says charter broker Katja Kukovic of Worldwide Boat in Miami Beach. Word spread that the tax laws were changing, but not enough yachts applied for the exemption in time for the summer. "Last year, it became hard to find boats," she says. "Business will be big there this summer. The inquiries are for yachts 100 to 150 feet."

Preparations for the incoming yachts are being seen as far away as Barcelona on the Spanish mainland. The development company behind Marina Port Vell — built for the 1992 Olympics and now in the midst of a $100 million renovation to welcome superyachts up to nearly 400 feet long — is working to position the city as a great embarkation point for charter clients heading to the Balearics. The idea is that guests would fly to Barcelona, spend a few days in the world-class city and then step aboard at the marina, cruising overnight to

JOSEP BERNAT SÀNCHEZ MONER

the Balearic Isles for a week of fun in the sun.

"When we purchased the facility over four years ago, we certainly didn't have confidence whatsoever that the matriculation tax would have exceptions made, much less that it would happen as quickly as it has," says Norma Trease, director of Salamanca Marine. "It has the potential to totally open up Spain to yachting activity, chartering, all kinds of things, and it's only going to get better and better."

On longer charters of, say, four to six weeks, clients could begin in France or Italy and cruise the coastline to Barcelona, followed by the Balearics, Sterringa says. The crossing to the Balearics is open ocean and can be a bit rough, but aboard a larger yacht with stabilizers, it could be done at night, while guests sleep. "If people want to come from America and do a little culture as well, it's nice to start off with a few days in Barcelona and then cross to Menorca," she says. "That's about 120 miles, overnight on a big boat."

> "FOR YEARS, I'VE HAD CLIENTS ASKING FOR BIG BOATS IN THE BALEARICS, OVER 100 FEET, AND WE COULDN'T FIND THEM. THEY DIDN'T EXIST."

The biggest demand, though, will continue to be in the Balearics proper, where leading brokers expect a fleet of about 100 yachts to become available for charter by summer 2017. That level of increase will mean not only larger and newer yachts but also more seasoned crew who have done charters in France, Italy and the Caribbean — top markets that raise the intensity of competi-

Two-week charters can include the island of Menorca, which offers archaeological sites along with secluded beaches like this one. Menorca is a UNESCO Biosphere Reserve, reconciling conservation with development.

tion for bookings and improve service standards and charter-experience quality across the board.

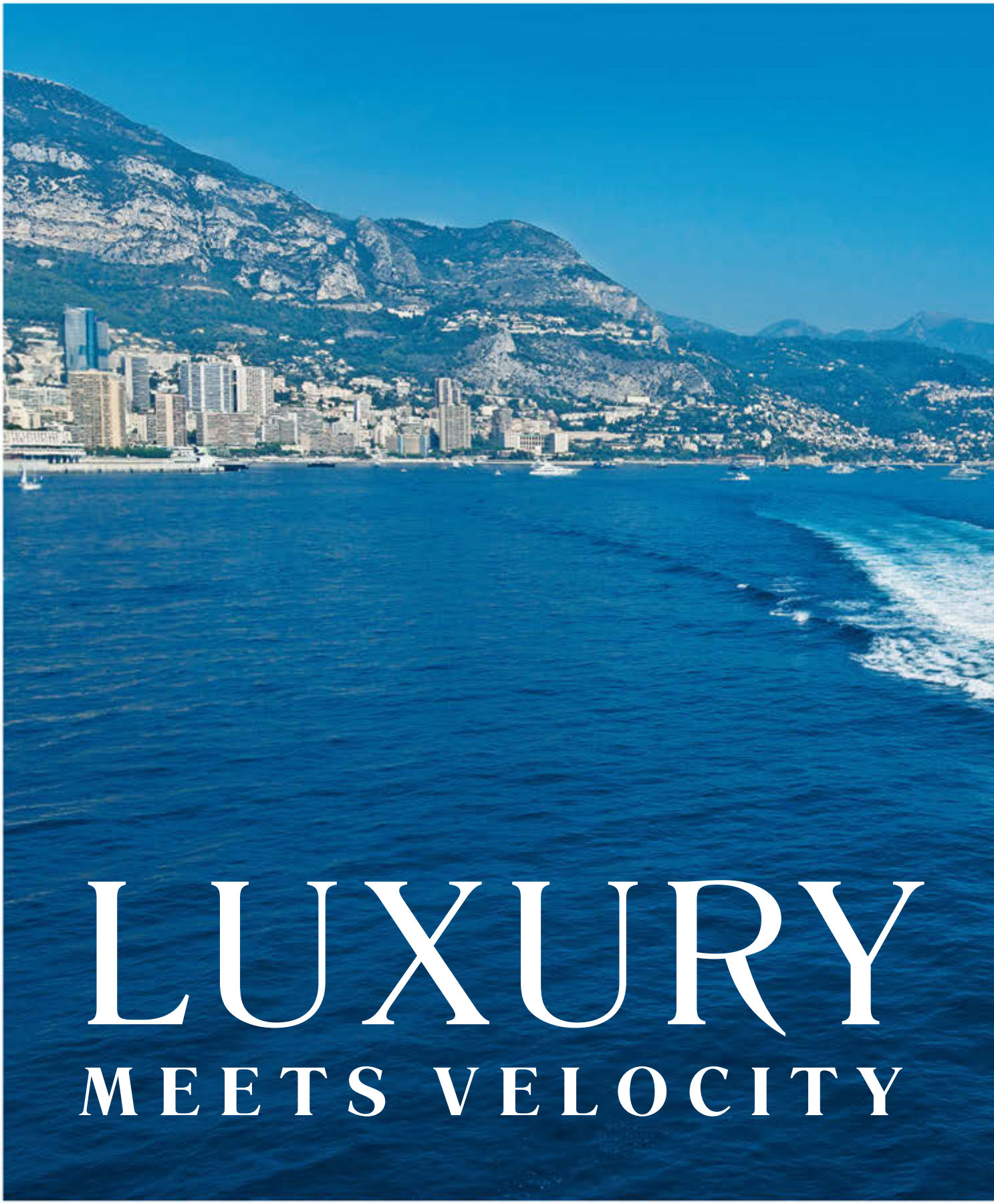
All the while, charter guests can enjoy everything the Balearics themselves offer, and brokers are pitching hard for charters longer than a single week.

"If you have a week, you can start in Mallorca, go over to Ibiza and then come back," Sterringa says. "If you have two weeks, you can do the three islands. Menorca is so nice and quiet, a lot of archaeological sites, beautiful beaches. Mallorca has the beautiful mountains in the northwest coast and great beaches on the south side, and then if you want a bit of night life, you can go to Ibiza. It's a really fun place, especially for young people. Families with teenagers love to spend a few days in Ibiza. And near there is Formentera, some of the best beaches in all of the Mediterranean. Really, really beautiful beaches."

Iglesias says Ibiza, in particular, is likely to become a serious Mediterranean charter hot spot, building on its growing reputation as a younger, hipper version of St. Tropez.

"There is an increase in popularity of Ibiza among the very rich and famous in the last five years," she says. "There's hardly anybody who is anybody who is not in the news in Ibiza. It has always been like this, but they were never seen on boats. Now, they are going to be going on boats."

Let the bookings begin.

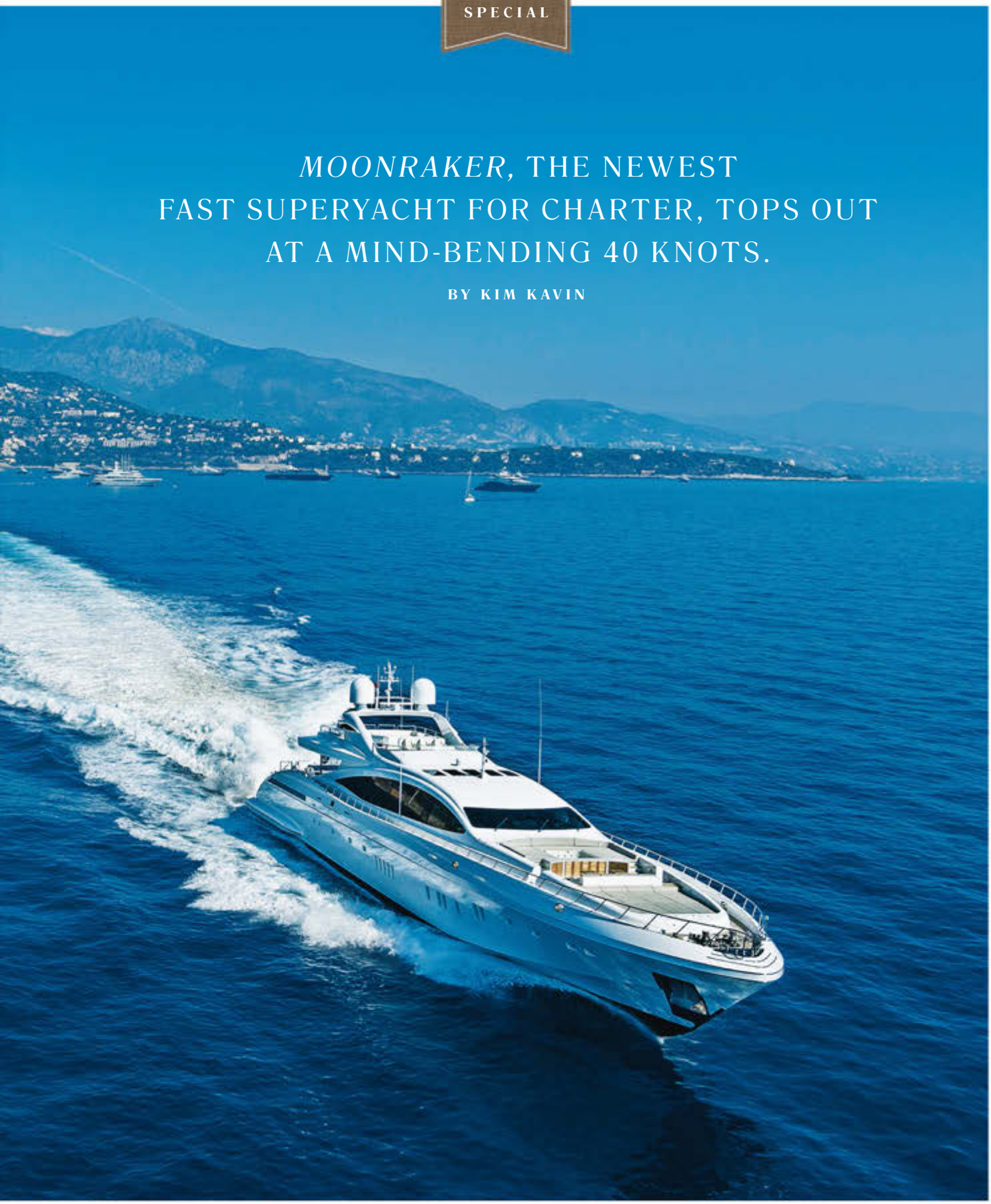


LUXURY
MEETS VELOCITY

SUMMER CHARTER SPECIAL

MOONRAKER, THE NEWEST FAST SUPERYACHT FOR CHARTER, TOPS OUT AT A MIND-BENDING 40 KNOTS.

BY KIM KAVIN



Moonraker, the fastest Mangusta 165 Evolution ever built, is open for bookings this summer in the Bahamas and New England.

H

HARD AS IT MAY be to believe, Capt. Matt Ploof wasn't under secret orders. His boss, owner of the 165 Mangusta Evolution *Moonraker*, didn't have a plan to make the yacht the fastest of her kind. Ploof visited the Overmarine shipyard in Italy once a month and received updates from the yacht's engineer, who was on site from day one, monitoring the weight of equipment and materials. To them, the process was straightforward, right up until they realized they'd created the fastest 165 Mangusta ever.

"We really didn't do anything special or different during the build to try and increase the speed of the yacht," Ploof says. "Maybe this strict quality control gave us the edge and extra speed."

Whatever they did, it worked, given that *Moonraker* tops out at 40 knots. To those of us who regularly cruise aboard 50- and 60-foot express cruisers, hitting 40 knots might sound like old news, but aboard a 165-footer, it will blow up a lot more than your skirt. In the world of luxury yacht charter, it's practically hyperspeed, with popular competitors like the 144-foot Baglietto *Apache II* topping out at 29 knots, the 150-foot Palmer Johnson *Blue Ice* hitting 27 knots and the 155-foot Sunseeker *Blush* maxing capacity at 20 knots.

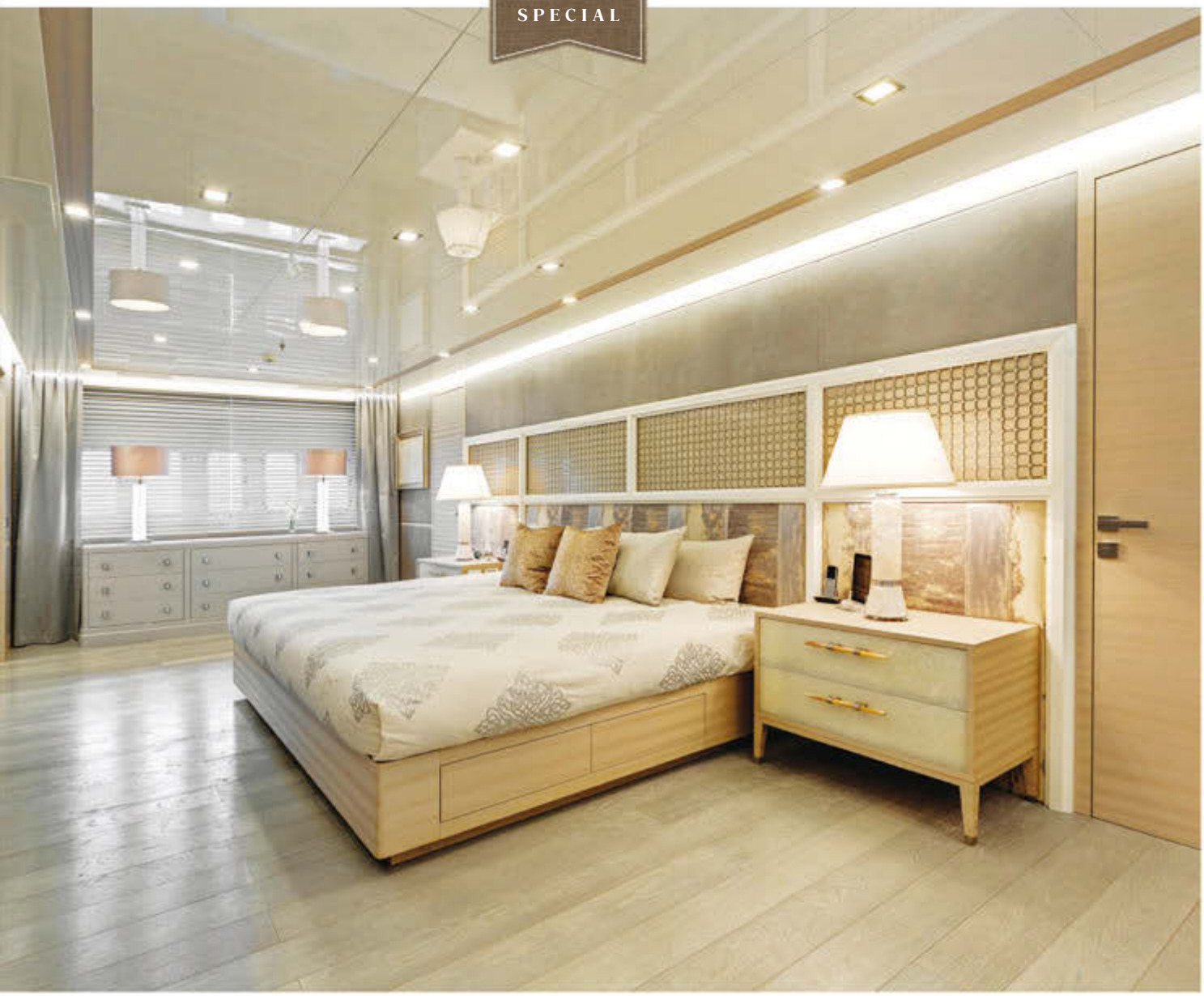
Moonraker is thus not only one of the fastest yachts now for charter worldwide, but likely the fastest superyacht taking guests this summer in the Bahamas and New England, where her weekly base rate is $217,000 through Burgess Yachts.

"I believe any charter client who comes aboard will want to at least experience the exhilaration of the vessel at full speed," Ploof says. "The speed is also a great luxury for clients who want to experience more venues and save time by getting there quicker."

Moonraker also stands out as an example of superyachts meant to be as stunning as they are speedy in the modern design age. Whereas builders used to strip the interiors to bare bones in weight-saving exercises — trying to squeeze every last half-knot from the power plants — today's big, fast beauties are luxurious inside and out. Forget about scaled-back berths and vinyl where stone should be; *Moonraker* has four fully outfitted staterooms, a 3-D backlit sculpture near her central staircase, a lower-deck cinema room with a 65-inch TV, a gymnasium with steam shower, twin pop-up TVs near the foredeck hot tub and a top deck with lounging spaces plus a barbecue. She also carries a 21-foot Castolidi jet tender, a pair of WaveRunners and lots of other water toys.

Going even further, interior designer Maxim Tissenbaum infused *Moonraker*'s decor with more than 250 textures and materials, including leather, mother-of-pearl and onyx. Wine stowage is for nearly 100 bottles. There's even a pop-up cocktail cabinet in the main salon, where the owner specified a chiller for martini and beer glasses.

Moonraker is a yacht designed to be exhilarating inside and out. The long bar (top) inside the yacht is just one spot where guests can relax with a cocktail. Underway (bottom), the forward sun pads are ideal at slower speeds.



"He loves all of the whistles and bells and fun things that we incorporated into this build and really enjoys using all of the toys with his family and guests when he is aboard," Ploof says. "We also wanted the yacht to be very well-equipped for charter, to keep us in a very competitive position, and I am certain we have accomplished that."

As yachts of *Moonraker*'s variety go, experienced brokers and crew say whip-fast speeds are a great selling point for charter, but not a feature that gets used daily, since fuel costs add up as fast as each yacht cruises. *Moonraker* burns an eco-crushing 722 gallons per hour at full blast. Pulling the pins back to a cruise speed of 33 knots drops the fuel burn to 509 gph, which is still a decent punch in the pocketbook. She does offer what Ploof calls a "slow cruise" speed of 14 to 16 knots, which reduces her fuel burn to 176 gph (and puts her momentum on par with most other charter yachts in her size range, including a number of traditional designs).

"We do a lot of slow cruising so the guests can enjoy all of the exterior deck spaces underway and appreciate a 50 percent savings in fuel burn," Ploof says. "The fuel curve on this yacht is quite steep."

Even still, if the charter experience aboard *Moonraker* is like that aboard other large, fast yachts that do well in the global marketplace, then the vessel's maximum fuel burn won't stop her clients from

> "I BELIEVE ANY CHARTER CLIENT WHO COMES ABOARD WILL WANT TO AT LEAST EXPERIENCE THE EXHILARATION OF THE VESSEL AT FULL SPEED."

As the texture-filled guest staterooms aboard *Moonraker* show, some fast yachts can also house luxurious interior decors.

dropping the hammer — just not all day long.

"They don't want to use it all the time, but they want to try it," says Katerina Veteskova, stewardess aboard Gaspard Yachts' *Blue Ice*, whose hull paint is meant to be as head-turning as her top end. "The speed and the color: If we are in St. Tropez, everybody looks anyway. Some guests love it when everyone at the dock is looking."

Other charter guests are simply fascinated by the mechanics of a machine that can generate so much speed at such a large size. "Some guys want to be in the engine room with the earmuffs on, watching the engines," says Capt. Paul Warner of the 97-foot Ferretti *Soleado*, which hits 35 knots as part of the Fraser Yachts Worldwide fleet. "They like to hear the noise. The wives are all on deck holding their hats. And then it's done."

Ploof notes that *Moonraker* is more than the sum of her parts, also offering a top-notch chef and a highly experienced crew. Broker Neil Moore of Burgess Yachts, which markets *Moonraker* for charter, says his clients appreciate all of that too, no matter what the yacht's speedometer reads.

"It's like a smart, fancy sports car," he says. "You know it can go 150 on the highway, but you'll still turn heads at 65."

The cinema room aboard *Moonraker* has a 65-inch TV along with a deep, plush sofa with hidden candy drawers. The sofa converts for use as a bed for a ninth charter guest, who can use the head across the companionway in the gymnasium.

ALSO PUSHING BARRIERS

GRAND PRIX READY
Apache II is a 2009 build that accommodates 10 guests at a lowest weekly base rate of about $153,000. She is popular for events such as the Monaco Grand Prix, with fold-out balconies amidships that turn her main deck into an indoor-outdoor entertaining spot.

REFIT AND ROARING
The owner of *Aquavita* was a charter client who invested in an extensive refit before opening her to charter guests. The 2009 build is looking great at a weekly base rate of $260,000.

LOOK THE PART
As you can see from *Aurelia*'s hull paint, the owner fancies sports cars. Even the tenders with this yacht are faster than most. The weekly base rate is about $141,000.

BRAND-NEW BEAUTY
Launched in 2014, *Blush* is Sunseeker's largest and most advanced yacht ever built at the shipyard. A week aboard for 10 guests starts around $235,000.

APACHE II
With a top sped of 29 knots, this 144-foot Baglietto charters through Edmiston and Company.

AQUAVITA
International Yacht Collection markets this 164-foot Westport, which reportedly hits 25 knots.

AURELIA
This 121-foot Heesen tops out at 30 knots as part of the Fraser Yachts Worldwide fleet.

BLUSH
With a 20-knot top speed, this 155-foot Sunseeker charters through Camper & Nicholsons.

SEXY INSIDE AND OUT
The owner of *Cheeky Tiger* invested heavily in refitting the 2005 build, making her another example of a larger go-fast yacht with a luscious interior decor. Her weekly base rate for eight guests is about $70,000.

MTU-DRIVEN
Ecstasea has four MTU engines that make her one of the fastest yachts over 250 feet in the world. She also has features that include a hidden helicopter hangar in her bow. She has a weekly base rate of about $530,000 for 12 guests.

GOLD AND BOLD
Head-turning doesn't even begin to describe the metallic paint that makes *Griffin* distinct. She launched in 2012 and now takes 10 guests at a weekly base rate of about $165,000.

NEED MORE SPEED?
If *Soleado* isn't fast enough, her eight guests can ride in her 40-knot Intrepid tender or on her 80 mph Sea-Doo. The lowest weekly base rate is $52,000.

CHEEKY TIGER
The top speed is 34 knots aboard this 111-foot Leopard, which charters through Y.CO.

ECSTASEA
At 33 knots, this 282-foot Feadship is truly unique in the Burgess Yachts charter fleet.

GRIFFIN
Camper & Nicholsons markets this 136-foot Palmer Johnson, whose top end is 27 knots.

SOLEADO
Part of the Fraser Yachts Worldwide charter fleet, this 97-foot Ferretti tops out at 35 knots.

MOONRAKER: A NAME SYNONYMOUS WITH SPEED

The name *Moonraker* has raised heart rates in the megayacht crowd since 1992, when speed-loving yachtsman John Staluppi commissioned a 118-foot Norship by that moniker. She topped out at 61 knots (a few knots faster than the competition at the time) and became one of several fast superyachts for which Staluppi would go on to be known. Capt. Matt Ploof ran that original *Moonraker* for more than 20 years, including for 13 years after Staluppi sold her, when she was owned by the man behind the new 165 Mangusta Evolution *Moonraker*. "His first yacht was a smaller Ferretti, which was quite fast, and he moved up from there to his previous yacht, which was a 120-foot fast water jet," Ploof says of the new *Moonraker*'s owner. "He kept this great name for the new build, and it matches her profile perfectly." — *K.K.*

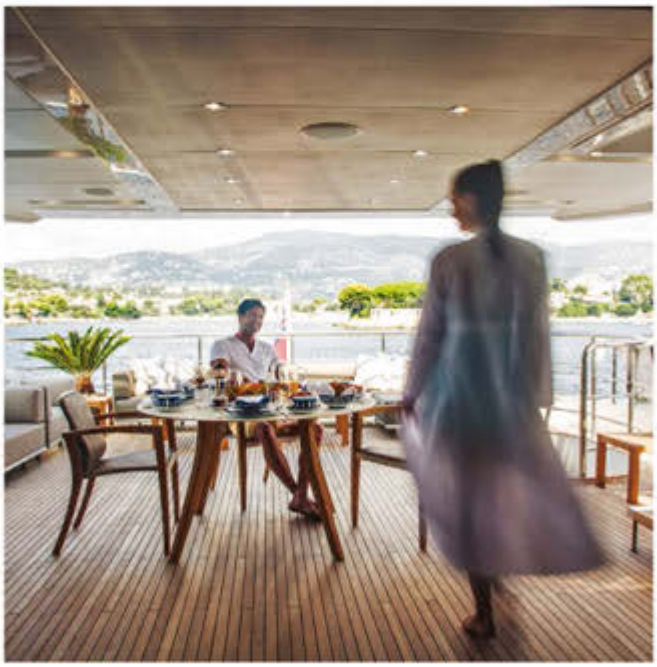
A SUMMER OF GLORIOUS WONDER

WHICH IS THIS SUMMER'S best charter yacht? That depends on what you enjoy. In the following pages, we offer our favorite options from New York to New England and across the East Mediterranean, as well as yachts that are new to charter or recently refit and looking smart. We also make suggestions for event-worthy superyachts, should you want to plan the ultimate summer party.

BY KIM KAVIN

The 154-foot Admiral *Rhino* not only has lots of fun toys for water sports, but also a sun deck that is among the biggest in the yacht's class.

NEW FOR CHARTER



SOLARIS
This 131-foot Princess Yachts build launched in 2014 and charters through Imperial Yachts. Her outdoor spaces , including a large swim platform, are smartly designed for fun during charter vacations.

GRACE E
Built by the Perini Navi Group's motoryacht brand, the 239-foot Picchiotti *Grace E* has diesel-electric power with Azipods for ultraquiet and superstable running. She charters through Burgess Yachts.

IRRESISTIBLE
Irresistible launched in 2014. She is an 80-foot Monte Fino that charters in the Bahamas through Select Yachts, and that is one of several sisterships available for fractional ownership purchase.

CAVALLO
Built in 2003 and kept exclusively for private use until now, the 140-foot Baltic *Cavallo* has a beautifully maintained John Munford interior rich in warm woodwork. She charters through Ocean Independence.

GATSBY

Gatsby is a 2014 launch from Filippetti Yacht in Italy that charters through Yachting Partners International. She accommodates 12 guests in six staterooms, including a master suite that comprises nearly the entire upper deck with a sleeping area, dressing room, office and terrace with panoramic views. The VIP stateroom is on the main deck, an ideal location for guests who prefer to avoid the stairs to the other guest cabins below.

RHINO
The 154-foot Admiral *Rhino* takes 10 guests. She charters through Churchill Yacht Partners.

GIGI II
Built in 2013, the 125-foot Hargrave *Gigi II* has four oversize staterooms and a surprising amount of headroom, making her feel even larger than she is. Her marketing company is Hargrave Custom Yachts.

SIMA
Edmiston and Company markets this 97-foot Santa Margherita, which is based in New York.

A FUN STOP: PLIMOTH PLANTATION

Charter itineraries in the Northeast and New England typically include Montauk and Sag Harbor on New York's Long Island, Mystic Seaport in Connecticut, Newport in Rhode Island, and Nantucket and Martha's Vineyard in Massachusetts. Another great option is Plimoth Plantation, a living history museum in Plymouth, Massachusetts. (Yes, near the famous rock of *Mayflower* fame.) Actors spend their days in a re-created Colonial English community built from research into life during the 1600s. Visitors can interact with everyone from Wampanoag mothers to Pilgrim farmers before visiting the *Mayflower II*, a full-scale reproduction of the ship that brought the first Pilgrims to America in 1620. Given the spaciousness of today's yachts, the *Mayflower II* seems downright tiny at 106 feet length overall, especially for more than 100 people on an Atlantic crossing.

VIVERE
Part of the Neptune Group Yachting charter fleet, *Vivere* is a 116-foot Azimut Grande with a cruising speed of 25 knots, which makes charter itineraries from Newport to Martha's Vineyard a breeze.

NORDFJORD
Nicholson Yachts markets this 82-foot Offshore, which accommodates six guests in three staterooms. *Nordfjord* is classic inside and out, with a "gentlemen's club" interior decor whose woodwork is rich and warm.

EAST MED MARVELS

FUN FOR A FAMILY
Aristotelis accommodates six guests in three staterooms, including one twin-bed cabin that is great for kids. Her 24-knot cruising speed will make short order of zipping through the Greek Isles.

FAR BEYOND THE BVI
King's Ransom is one of three sistership (the others are *Akasha* and *Zingara*) that have long been popular for charter in the British Virgin Islands. This summer, she will be available throughout the East Mediterranean.

BASED IN BODRUM
Merve cruises the southwest coast of Turkey, including popular ports such as Marmaris and Gocek. She has a cabin layout ideal for families, with a master suite, two VIPs and a pair of twin-bed cabins for children.

A NEW *O'PARI*
Charter clients have long known the 137-foot Intermarine *O'Pari* as a top charter yacht in Greece. For this summer, a new superyacht by the same name will be launching and entering the market.

BOND'S BOAT
Regina is the largest Turkish-built sailing yacht for charter in Turkey. You may recognize her from the James Bond film *Skyfall*, where she was called *Chimera*.

ARISTOTELIS
This 57-foot Azimut charters throughout the Greek Isles with Aris Drivas Yachting.

KING'S RANSOM
Sunreef Yachts Charter markets this 76-foot Matrix sailing catamaran, which takes 10 guests.

MERVE
Part of the Galeo Yachting charter fleet, *Merve* is a 109-foot Incetrans based in Turkey.

O'PARI
The 236-foot Golden Yachts *O'Pari* will debut this summer through Atalanta Golden Yachts.

REGINA
Contact Turkey markets the 183-foot, Pruva-built *Regina* for charter in Turkish waters.

East Mediterranean charter itineraries can include Greece, Turkey, Croatia and Montenegro. Why not spend a month and explore them all? Or consider a recently refit yacht in the West Mediterranean or Bahamas.

"LOOK FOR THE BRAND-NEW, 236-FOOT GOLDEN YACHTS *O'PARI* TO LAUNCH INTO THE GREEK CHARTER FLEET THIS SUMMER WITH A SPECTACULAR TOP DECK."

REFIT & REFURBISHED

REDESIGNED SUN DECK
Attitude, built in 1998, returned to the Trinity shipyard in 2014 for a sun-deck redesign, interior work and an overhaul of her audiovisual system. Her new owner previously owned Trinity's *Zoom, Zoom, Zoom*.

A WHOLE NEW STYLE
Broadwater is a 1990 build previously known as *Inevitable*. Her new interior styling made her nearly unrecognizable to industry insiders — and earned her rave reviews — at the recent Antigua Charter Yacht Show.

THE GOLD STANDARD
Among the decor choices in *Lady Bee*'s recently refit interior is plush carpeting on the main deck with gold thread woven throughout, to create a shimmering effect.

RAVISHING IN WHITE
Lumiere has a recently refit interior decor that is a study in light colors and contemporary styling. Interior stylist Stefano Natucci used honey-colored oak burl for furniture and paneling.

FAMILY-FRIENDLY
The owner of *Sunshine* undertook a multimillion-dollar refit to make the yacht ideal for fun with her friends and family, including water toys galore.

ATTITUDE
Previously known as *Encore*, this 150-foot Trinity charters with International Yacht Collection.

BROADWATER
The 162-foot Feadship *Broadwater* is part of the charter fleet at Worth Avenue Yachts.

LADY BEE
Lady Bee is a 142-foot Christensen that charters through Northrop & Johnson.

LUMIERE
This 164-foot Benetti, previously *Cuor di Leone*, is part of the Fraser Yachts Worldwide fleet.

SUNSHINE
Churchill Yacht Partners markets the 124-foot Lloydship *Sunshine* for charter.

SEALYON

Part of the Y.CO charter fleet, the 203-foot Viareggio Superyachts *Sealyon* was built by owners who enjoy outdoor entertaining. The round sun bed in the foreground rotates to follow the rays and has misters available at the push of a button. Forward of the sun bed is enough space for a great cocktail party, with a large bar amidships next to an elevator that makes it easy for crew to bring hot canapes straight up from the galley.

WORTHY OF EVENTS

EXCELLENCE
The chef aboard this 150-foot Richmond is one of the best in the business and will wow even the most hard-to-please guests with creative culinary options. *Excellence* charters through RJC Yachts.

SILVER ANGEL
As her name implies, this 211-foot Benetti is a study in silver and white interior decor, creating a memorable backdrop for any event. Camper & Nicholsons International is her marketing company.

MARIU
Part of the Edmiston and Company charter fleet, this 164-foot Codecasa can take 100 people for parties at the dock. Her interior decor — everything from fabrics to furniture — is entirely by Giorgio Armani.

IMAGINE
Fraser Yachts Worldwide markets the 214-foot Amels *Imagine*, whose sheer size and volume make her ideal for charters at prime events, including the Monaco Grand Prix and Cannes Film Festival.

INSIGHTS

TECHNICAL EXPERTISE FROM THOSE IN THE KNOW

BILL DOSTER

ER WITHOUT BORDERS

DigiGone's medical kit brings instant shore-based medical help on board — anywhere.

By David Schmidt

IT COULD HAPPEN TO ANYONE: A crew member checks the engine room, the ship lurches, and the sailor loses his balance. He grabs for something — anything — but his hand discovers only sharp metal that plunges bone-deep. Worse, the ship is days from port. Within minutes, the ship's medical officer has Dr. Neal Sikka of George Washington University's Maritime Medical Access (GWU/MMA) online. "We thought it could lead to permanent nerve damage or infection to the bone if we couldn't close the wound," Sikka said.

The DigiMed kit links users to on-shore medical resources offering a comprehensive assessment and treatment options.

KADEY-KROGEN YACHTS: A DIFFERENT BREED OF COMPANY AND OWNERSHIP EXPERIENCE

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–Bruce and Sue Stone Krogen 48' AE owners

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TOUCH BASE

Here are some tools that help keep you connected at sea.

SPOT GEN3
Spot's Gen3 ($149) has all of the original SPOT's features plus 3.0 functionality. *findmespot.com*

INMARSAT ISATHUB
IsatHub links your smartphone/tablet to Inmarsat's 3G network from almost anywhere. *inmarsat.com*

DELORME EXPLORER
DeLorme's inReach Explorer ($379) lets you create waypoints and routes, send an SOS and more. *delorme.com*

"We used the DigiMed kit to evaluate the injury using two-way video conferencing and its portable [video] camera." He and his staff spent more than three hours working with the medical officer to administer a pain block, clean the wound and administer sutures and a dressing. "It was a significant injury," Sikka said, "but his finger was saved."

Medical emergencies are a universal fear among boaters, especially when offshore. To address this concern, Michael Dunleavy, the founder of DigiGone and a retired special agent with the U.S. Air Force Office of Special Investigations, leveraged his expertise in encrypted satellite communications that excel in extremely low-bandwidth environments. The result is DigiMed, kits that let boaters text, talk, transfer files and videoconference with shore-based medical-service providers — irrespective of the vessel's latitude and longitude — using narrow-band satellite channels.

This last point is germane, because it allows DigiGone clients to communicate with shore-based services using the background "scraps" (Dunleavy's term) of Inmarsat's satellite-communications services. Taken together, this creates a low-bandwidth, Internet Protocol (IP) solution that offers the government's Advanced Encryption Standard (AES) 256-bit encryption at a fraction of the cost of standard satellite communications.

"The back-end IP is less money, but it doesn't come with the same error checking or quality service protocols," explained Dunleavy. "That's where we come into play. We have a product with high-quality video at a low, compressed-bandwidth rate. This converts to lower costs."

DigiMed kits are an evolution of Dunleavy's work at DigiGone, which began in 2007 with the creation of SecureChat. This IP-based satellite communications system allows captains to communicate securely with shore-based operation managers while also allowing the crew to keep in touch with friends and family on voice and video calls, all for significantly less expense than standard satellite communications services. As with all DigiGone products, SecureChat requires that the vessel carry a brand-agnostic satellite-communications terminal, which allows SecureChat to connect with the Internet, and it doesn't matter what frequency band or satellite carrier is being used (e.g., VSAT, FleetBroadband, Thuraya IP), with the exception of noncompatible Iridium products.

Having a pulse oximeter like this one in your DigiMed kit gives consulting doctors vital patient data.

Provided that both the vessel and the person ashore own a SecureChat license, the software encrypts the data to the AES 256-bit standard, compresses it using DigiGone's "special sauce" technology and sends it over an unencrypted channel via its satellite communications connection, using "background scraps" to limit bandwidth consumption to two kilobytes per second (Kbps) for a 160-character SMS message, 12 Kbps for a voice call and 90 Kbps for a high-quality video call. That's roughly one-tenth of the bandwidth consumed by other commercial video services, including Skype.

Once this transmission is received, SecureChat decompresses and unencrypts the data. "The encryption is pretty robust," Dunleavy said. "The password generates the key, so the stronger the password, the harder it is to decrypt the transmission." Dunleavy advises clients to create passwords similar to those used by financial institutions.

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SecureChat proved popular, word spread and Dunleavy was approached by GWU/MMA, which maintains a staff of 500 doctors and was interested in SecureChat's ability to facilitate secure, low-bandwidth videoconferencing. Together, DigiGone and GWU/MMA developed DigiMed kits, which take advantage of GWU/MMA's 24/7/365 operations center as well as DigiGone's proprietary technology.

DigiMed kits come in three sizes ($1,995 to $9,995), use FDA-certified, off-the-shelf hardware and include step-by-step tutorials and a software wizard. The base model includes a preprogrammed tablet PC that automatically connects to the client's emergency-medical service provider (either GWU/MMA's operations center or a client-specified provider), a wireless high-definition IP video camera and a headset/microphone. The bigger kits include this equipment plus an array of diagnostic gadgetry, enhanced software for monitoring and transmitting sensor data and the video stream, and more.

> "WE USED THE DIGIMED KIT TO EVALUATE THE INJURY USING TWO-WAY VIDEO-CONFERENCING."
> — DR. NEAL SIKKA

In an emergency, a crew member opens the tablet PC and connects to GWU/MMA's (or another provider's) operations center via an encrypted video call. Once connected, the crew member talks to an emergency medical technician who triages the situation and then brings in the on-call physician(s).

"The doctors can be anywhere around the world and communicate with the patient directly using their tablet or computer," Dunleavy said. There are no limits on the number of doctors or specialists that can be consulted, nor are there limits on the number of patient "visits" to the GWU/MMA.

DigiMed kits are new to the marine market, offering powerful advantages, especially for blue-water cruisers. Moreover, because SecureChat is the technological backbone of the bundled DigiMed product, users can also enjoy inexpensive and secure voice and videoconferencing calls while experiencing the confidence and peace of mind of knowing that tier-one medical help can be reached with a few taps.

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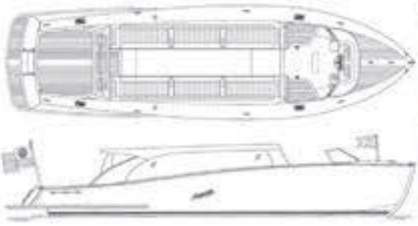
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By David Schmidt

HANDHELD HERO

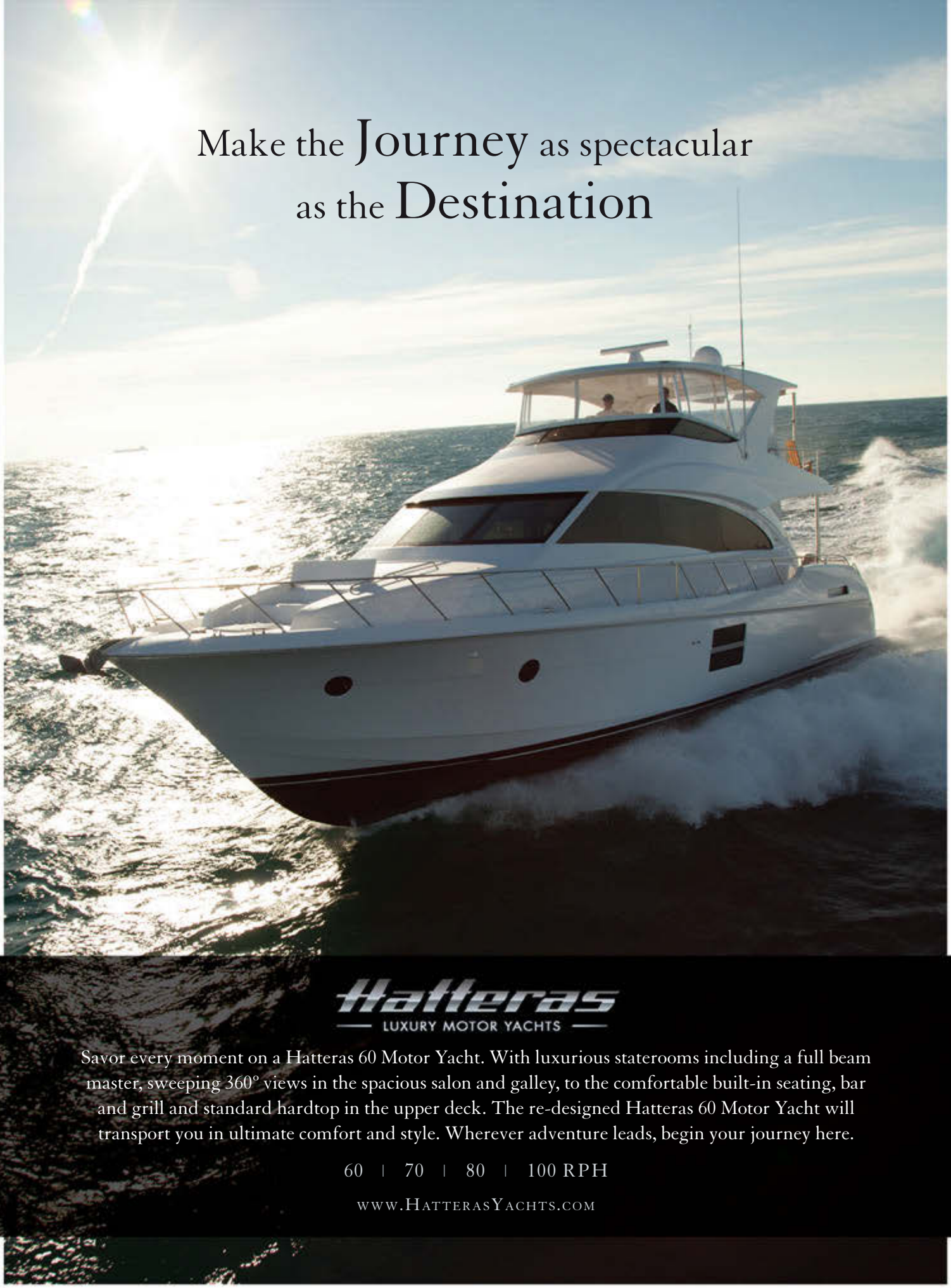
Sketchy navigational situations often require a feature-rich, integrated VHF/GPS/DSC handheld. Standard Horizon's HX870 fills that niche with an embedded 66-channel WAAS GPS receiver, a built-in Class D DSC radio that constantly scans Channel 70 for incoming DSC calls, six watts of transmit power and group monitoring (GM), which displays the positions of up to nine preselected nearby vessels. The HX870 ($249) stores up to 200 waypoints and 20 routes, and its compass page provides information such as COG, SOG, bearing and distance to a waypoint. The HX870 sports Standard Horizon's "easy to operate icon/menu system" with an intuitive graphical user interface, an oversize, full dot-matrix display and a 1,800 mAh lithium-ion battery. The VHF also has a built-in MOB button, an IPX8 waterproof rating and the ability to activate its strobe light automatically, should it hit the drink. *Standard Horizon, 714-827-7600; standardhorizon.com*

MULTIMAGIC

Garmin's GPSMAP 7400 and GPSMAP 7600 ($1,499 to $3,499) — as well as the sonar-enabled GPSMAP 7400xsv and GPSMAP 7600xsv ($1,699 to $3,999) — MFDs are pushing the touch-screen trend. These units come in 7-, 8-, 10- and 12-inch models, offer digital switching, Wi-Fi, a built-in 10 Hz GPS, weather and radar, while the xsv series has sonar capabilities. All of the MFDs offer customizable home screens. GPSMAP 7400 models feature Garmin's worldwide basemap chart package, while the GPSMAP 7600 series includes BlueChart g2 coastal and LakeVü HD inland cartography. *Garmin, 913-397-8200; garmin.com*

PRECISION HEADING

Seapilot's Vector compass is purportedly the world's smallest GPS compass, clocking in at a svelte 15 ounces and occupying roughly half the volume of other GPS compasses. Its list price ($999) is also roughly half the heft of its competition's, an affordable upgrade for yachts up to 40 feet length overall. The Vector compass has a refresh rate of 10 times per second, yielding a heading accuracy within two degrees and GPS position information that's accurate to about 1 foot, while also playing nicely with any brand of onboard instrumentation. *True Heading, 604-992-7335; trueheading.se*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GLIDER YACHTS' XD18
SWORD OF THE SEA

BLADE RUNNER

By Michael Verdon

IN 2007, Capt. Robert McCall was piloting a wave-piercing catamaran ferry on a tricky run. Waves were in tight rows, battering the smaller monohulls around his ferry.

"During that trip, I became acutely aware of the boat's capabilities and limitations," says McCall. "I realized that its exceptional seakeeping abilities could be taken much farther with modern technology and hydrodynamic advances."

McCall spent months designing his Wave Dominator hull form. Now, after eight years and thousands of hours of design, structural analysis, computational fluid dynamics and wind-tunnel testing, he is ready to build his Glider XD18.

This 60-footer has an over-the-water cockpit and slender twin hulls (called blades). They were engineered with processes like those used in advanced aerospace design and have a multidimensional form.

Their functions should include faster speeds, improved fuel efficiency and a soft ride in rough seas. McCall says his SX-E and GT models, which range in size from 98 to 230 feet, will offer 50 percent faster speeds and 60 percent better fuel efficiency than conventional sport yachts and superyachts in the same size range.

"Gliders have sharp and streamlined hulls with a high power-to-weight ratio, giving them a reduced power requirement to achieve the same speeds, or much faster speeds, with the same power," he says.

Glider Yachts, +44 208 133 0654; glideryachts.com

The Glider's power plants will be located within the hull blades.

COURTESY GLIDER YACHTS

GILT-EDGE DESIGN

The Glider's efficient ride comes from a combination of its hull form's hydrodynamics, water-jet propulsion, a Zero Drag Steerage System and a proprietary Stability Control System. This design requires less power than same-size monohulls, according to the builder. A 60-footer is powered by four 300-horsepower Rotax engines (the same engine used in Sea-Doo personal watercraft) for a 30-knot cruise and a 70-knot top end.

Q&A: ROBERT MCCALL, FOUNDER

Q: What inspired you to create Glider Yachts?
A: *My engineering background and lifelong love of sailing had me hooked on design from a very young age. I've also been a longtime fan of Nigel Irens, who designs fast multihull racing boats.*

Q: Besides the hull, where else does the Glider differ from traditional yacht design?
A: *Gliders are far more advanced in the aerodynamics of the superstructure. Our boats have a considerable windage reduction compared with a traditional motoryacht, with its flat surface area along the hull. We've also integrated all navigation and communications equipment within the structure.*

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THE NEW WAY TO PAY

Bitcoin — like dollars, euros and yen — is now an option for booking luxury yacht charters.

By Kim Kavin

THINK OF IT kind of like email. Nobody owns or controls it, and you can't hold it, but we all consider it real. Bitcoin is a virtual currency, solely in cyberspace. You can spend bitcoin like any other money via a mouse click or a cellphone app. Bitcoins flow from your digital wallet into the account of a retailer.

Is bitcoin *Jetsons*-level crazy? Maybe, but it is poised to become the dominant virtual currency in the mainstream marketplace. Overstock.com and Amazon.com take it. You can spend bitcoin at Home Depot, CVS, Kmart and Sears. Newport Beach Lamborghini in California recently sold a Tesla Model S electric sedan for about $100,000 in bitcoin. BitPremier sold a villa in Bali, Indonesia, worth more than $500,000.

And about a year ago, in January 2014, the world's first yacht charter was booked with bitcoin. It was small — a four-hour, $2,400 charter aboard a 54-foot Sea Ray in south Florida — but early adopters believe it was the start of something much bigger.

"I fully believe this currency is going to take off, and we're just one of the first people accepting it," says Jessica Londono-Sammet, a partner at The Advantaged Yacht Charter & Sales who booked that first bitcoin charter.

Bob Denison of Denison Yacht Sales agrees. In December, his firm became the first large-scale yacht company to accept bitcoin on all deals, at all price points. "One day," he says, "you would charter a yacht with bitcoin, provision with bitcoin, pay for dockage in bitcoin and leave the crew gratuity in bitcoin."

Bitcoin has been around since 2009. Each bitcoin is created by a machine that solves math puzzles, a process known as mining. That's how Londono-Sammet got started, mining it at home. In October 2013, she added it as a payment method at The Advantaged, with the bitcoin logo next to Visa, MasterCard and American Express.

Denison had two clients — one in Europe, one on the U.S. West Coast — ask in mid-2014 whether his firm took bitcoins. At the time, he didn't, but he does now.

"I would be surprised if we don't have a bitcoin transaction by this summer," he says. "It's taking off more in tech circles. We feel like our first bitcoin purchases will probably come from the West Coast of the United States."

There are, of course, reasons for skepticism. For one, bitcoin value is volatile. At one point in 2012, a bitcoin was worth $12. By late 2013, a bitcoin was worth more than $1,100. When this article went to press, a bitcoin was $287.

Then there are the hackers, who have gotten away with amounts from $5.2 million to $400 million.

Yet another worry is anonymity. Unlike bank accounts — linked to names and Social Security numbers — bitcoin wallets have only a user ID. That anonymity has reportedly attracted everyone from drug dealers to child pornographers to assassins.

Denison says legitimate business practices in yachting will be maintained by charter and sale contracts, which will be the same for bitcoin payments as they are for dollar payments.

Londono-Sammet agrees and says the actual charter experience is the same with bitcoin payment as with dollars. "You're still getting a high level of service and a beautiful boat," she says. "It's just another form of currency."

ISTOCK PHOTO: TSOKUR

Where in the World would You like to Go?

Where have you been? Where haven't you been? Whether you are making summer vacation plans or looking ahead to next winter, choosing a destination can be daunting. Planning for a family holiday you have the added challenge of how to satisfy everyone. Not to worry – even the most demanding holidaymaker or young traveler will be pleased with the amenities & variety of activities a yacht charter vacation has to offer. Here is a guide to some of the best summer yacht charter destinations.

NEW ENGLAND: Six states – Maine, Massachusetts, New Hampshire, Vermont, Rhode Island, and Connecticut total an area only slightly larger than Washington State. Yet the name "New England" evokes the quintessential American summer vacation, childhood memories of American History lessons and summer camp. New England... images of lighthouses wrapped in fog, long stretches of sandy beaches and the scent of sunscreen; clam bakes, lobsters, clam chowder, maple syrup and wild blueberries. Every port is unique – the Hamptons, Mystic, Newport, Block Island, New Bedford, Cuttyhunk, Martha's Vineyard, Nantucket, Cape Cod or Boston? The "Down East" coast of Maine alone has countless islands spilling over to the Canadian Maritimes.

Whatever your budget, your New England vacation on a sailing or power yacht offers "grownup" events like the Newport Folk or Jazz festivals, Boston Pops concerts, the Tennis Hall of Fame, famous yacht builders, vineyard tours & wine tastings, fine dining, watching or participating in yacht races, perusing farmers markets, shopping for antiques and fine arts... choices for everyone.

WESTERN MEDITERRANEAN: From Spain & the Balearic Islands on to France, Monaco and Italy, the West Med is indisputably a region of cultural & culinary distinction. The chic Côte d'Azur is the heart of the Mediterranean coast. Known also as the French Riviera, it includes the Principality of Monaco and the Italian Riviera. A sophisticated summer destination for Europeans, the Côte d'Azur is notoriously crowded and expensive. The selection of motor and sailing yachts is virtually limitless in size and luxury – and there may be no better time than now with the Euro at an 11 year low. If the thought of crowds makes you think twice, think again. From the privacy of a yacht you avoid the flocks of tourists while taking in all the Côte d'Azur has to offer. Spirited travelers relish the famous beaches, perusing eye-popping superyachts, designer boutiques, superb restaurants & lively nightlife epitomized by the legendary Casino de Monte Carlo. Those who yen for the sublime will enjoy walking through the cobblestone streets of historic coastal cities and bucolic villages, visiting the Musée Picasso in Antibes or touring the spectacular Villa Ephrussi de Rothschild mansion. The Côte d'Azur has delights for every traveler.

EASTERN MEDITERRANEAN: So many islands and so much to see – the Greek Islands, West Coast of Turkey, Croatia & the Adriatic. All are just wonderful and chock full of antiquity, history and amazing ruins. Greece, "the cradle of Western civilization", is the birthplace of democracy, philosophy, literature, political science, mathematics and the Olympics. Today Greece boasts 17 UNESCO World Heritage Sites. A visit to the East Med brings history to life for travelers of every age. Just don't tell the children it's an educational trip! Modern power and sailing yachts are available throughout the East Med, as well as the traditional two or three-masted wooden sailing vessels called Gulets. Your charter broker and the yacht's captain will work with you to customize an itinerary specific to your group's interests.

PACIFIC NORTHWEST / CASCADIA & ALASKA: Want to give salmon fishing a try? Or commune with nature and amazing wildlife in their natural habitat of peaceful, stunning scenery? Then the US Pacific Northwest just may be your ideal summer destination. Experience the splendor of modern glaciers formed over hundreds of years, cruise through majestic fjords sculpted eons past by receding Ice Age glaciers. Secure from the elements in the comfort and luxury of your crewed charter yacht – sail or power – search for orcas, humpback whales, bald eagles... even bears, all framed by a panorama of beautiful mountains. Cruise at your own pace along winding coastlines and islands without the crowds of cruise ships. From May to October Cascadia and Alaska offer a vast wooded wilderness of national parks with calm, protected waters – a haven for nature lovers and birdwatchers, making family memories to share forever. Your yacht captain has navigated these waters for years and will customize an itinerary of the region's best attractions just for you. Your chef creates menus tailored to your group's preferences and special diets – and with a bit of luck, the fresh catch of the day!

THE CARIBBEAN: With 28 island nations and over 7,000 islands the Caribbean offers visitors a tropical paradise to awaken the senses & revive the soul. Turquoise waters lap shores with sand in every shade of white, pink, coral tan and even black. The tropical climate offers vitamin D-boosting sunshine and steady trade winds. Wafting on the breeze are the aroma of the sea, the moist rainforest, markets with tropical fruits & spices, exotic flowers or a fisherman's fresh catch. While summer is the "rainy season", that doesn't mean it rains every day but it does mean the islands are greener and the anchorages uncrowded. Caribbean culture is a mélange of British, French, Dutch, Spanish, African, Asian & Amerindian influences – all seen in the art, tasted in the cuisine, heard in the music and felt in dances. From Key West to the Tobago Cays, the San Blas Islands of Panama to the Western Caribbean Dutch "ABC Islands" (and soon Cuba!) – a Caribbean adventure stirs the senses.

So where in the world do you want to go? Yachts are available for charter in these areas & more – in fact, just about anywhere there is water! To start planning your custom charter, contact your charter broker or the charter experts since 1949:
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47′ Cape Dory
Available for charter in New England
For Sale or Charter

From Nova Scotia to Newport, FIONA ROIS offers every comfort for gunk holing as well as offshore passages. Choose the forward V-berth or the aft double berth cabin with private heads and showers. Experienced crew/owners specialize in Learn to Sail, Long Distance Cruising and Racing instruction.

Summer weekly rates starting from $8,400

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Alaska Greenland Baltic East Med / Croatia West Med

LOTUS

52′ Lagoon
Available for charter in the Caribbean

Cruise the Grenadines in air conditioned elegance. Three queen en suite cabins (or two queens plus one twin cabin for families). Dine in the light-filled main salon or al fresco on the aft deck. At sunset toast the end of another perfect day from the flybridge. Easy access to water toys from twin open transoms.

Summer weekly rates starting from $19,500

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108′ Ted Fontaine Design
Available for charter in New England
summers and the Caribbean winters

Built by the world-renowned New Zealand superyacht builder Alloy Yachts in 2004, the award-winning MARAE has proven to be one of the finest luxury sailing yachts afloat today. This spacious yacht delivers superb guest areas and sailing performance. Three sumptuous aft cabins accommodate six. Visit our web site: symarae.com

Summer weekly rate $54,000

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REE

112′ Valdettaro
Available for charter in the Baltic
summer 2015

Explore 8 countries rimming the Baltic Sea from REE's copious decks and covered deck salon. Flexible accommodations in four en suite staterooms that convert from twins to queens. The king master suite has a double vanity bath. Exceptional cuisine and 5 star service from her crew of 6!

Summer weekly rate €49,950

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EROS

115′ Classic
Available for charter
For Sale or Charter

Stunning 115' classic wooden schooner EROS was built in England in 1939 for a British Lord, and acquired in 1992 by current owners who embarked on an 18 year "museum quality" restoration. Available for week or long term charters – anywhere there is water!

Summer weekly rates $45,000 for up to 8 guests

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TABOO

Ocean 80
Available for charter in the Caribbean
For Sale or Charter

Designed for charter by Doug Peterson, TABOO is a high performance Ocean 80 with 5 spacious en suite queen cabins and full cruising amenities. Her owners/crew have shown sailors and land lubbers alike the best of the Caribbean for 20 years. Many guests come back again and again! Water toys for everyone!

Summer weekly rates starting from $23,100

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SOMETHING WONDERFUL

58′ Leopard
Available for summer charter in the Bahamas

Launched in 2014, SOMETHING WONDERFUL's main deck master suite comprises a study and separate cockpit for full privacy from the 3 guest cabins and crew. The flybridge 82" outdoor theater tops an extensive high tech entertainment list. Water toys? Start with the Sea Bob F5, a glass bottom kayak, 2 paddleboards and much more.

Weekly rates starting from $33,500

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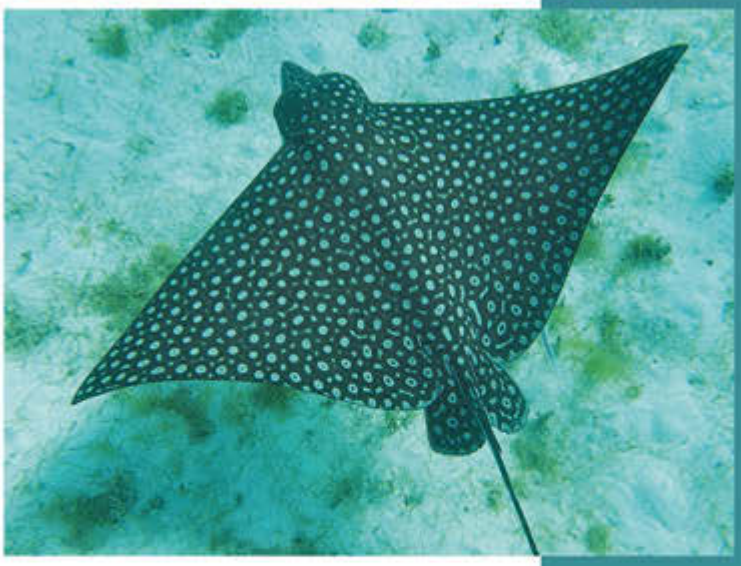
SUDIKI

62′ Gulfstar
Available for charter in the Caribbean
For Sale or Charter

Come sail the Caribbean the way it used to be; relaxed, fascinating and off the beaten path. Experience the exhilaration of helming the yacht in the trade winds. Explore fantastic islands, beaches, waterfalls, rain forests and anchorages. We tailor all our trips to our guests' desires.

Summer weekly rates starting from $6,800



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SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW

Laurel

FOR CHARTER

LAUREL 73M › 240FT › DELTA › 2006 › 525,000 EUR PER WEEK
A true world traveller with uncompromising quality; exquisite interior plus private verandas adjacent to the master stateroom. 6 Strms, 12 guests. A spectacular work of art in colorful, textured glass with fiber optic lighting is the centerpiece of the spiral stairway from the lower deck to the bridge deck. Cruising the Mediterranean, Florida, Bahamas, and Caribbean.
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Photo taken onboard M/Y LATITUDE, for charter with Fraser Yachts

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SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW

Soleado

FOR CHARTER

NOT FOR SALE OR CHARTER TO U.S. RESIDENTS WHILE IN U.S. WATERS.

SOLEADO 29M › 97FT › FERRETTI › 2011 › 52,000 USD PER WEEK
Chic and unique with an elegant interior and abundance of sun pads plus lounging space throughout. Accommodates eight guests in four staterooms. Features a custom wet bar and BBQ perfect for entertaining. Cruising the Bahamas and Caribbean.
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Sojourn

FOR CHARTER

SOJOURN 39M › 130FT › GAMBOL INDUSTRIES › 2000/2011 › 85,000 USD PER WEEK
The high quality traditional interior and wide range of activity equipment ensure complete indulgence while cruising in style. Enjoy stunning views while lounging by one of the two on deck Jacuzzi's that she has to offer. Offers extensive fishing gear for the outdoor enthusiast. Accommodates eight guests in four cabins. Cruising the Pacific Northwest and Alaska.
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SALES | CHARTER | MANAGEMENT | CONSTRUCTION | CREW

Siete

FOR CHARTER

SIETE 35M › 115FT › BENETTI › 2002/2013 › 75,000 USD PER WEEK USD
Huge volume, exceptional quality and elegance combine in this luxurious superyacht. SIETE offers a convertible full width VIP stateroom plus four other Strms to accommodate 9 guests. Relax in the Jacuzzi on the sun deck or enjoy the water with various toys and watersports. Cruising New England, Florida, Bahamas and Caribbean.
PLEASE CONTACT CHARTER@FRASERYACHTS.COM FOR FURTHER DETAILS.

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FRASER YACHTS

Touch

FOR CHARTER

NOT FOR SALE OR CHARTER TO U.S. RESIDENTS WHILE IN U.S. WATERS.

TOUCH 36M › 120FT › LOUISBOURG › 2004/2011 › 65,000 USD PER WEEK
Luxurious yacht sleeps 8 guests in 4 king stateroom suites with the master king located on the upper level with her own private deck. A private sun deck and oversized 6-person Jacuzzi on the main aft deck makes TOUCH the perfect charter yacht. Cruising the Bahamas and Caribbean.
PLEASE CONTACT CHARTER@FRASERYACHTS.COM FOR FURTHER DETAILS.

Seanna FOR CHARTER

WINTER/SUMMER Please enquire / West Mediterranean
LOA 213.3ft (65m)
BEAM 39.7ft (12.1m)
BUILT Benetti, Italy
YEAR 2011
GUESTS 12 (5 double, 2 twin)
CREW 17

SEANNA is 65 metres of serious style. Head-turning good looks, Benetti craftsmanship and charismatic interior styling by Redman Whiteley Dixon and Susan Young Interiors combine to create the ultimate charter yacht.

Impressive guest areas, beautifully furnished in neutral tones with luxurious fabrics, provide the perfect setting for entertaining, and her easy, informal ambience lends itself to recreation and relaxation for groups of friends and families.

Get your pulse racing with a morning workout in the indoor/outdoor gym, complete with fresh air and sea views, or jump on a jetski for a rush of breathtaking speed. Afterwards unwind on the stunning water level beach club, have a soothing massage, or cool off in the jacuzzi flanked by sun pads on both sides. As the midday sun becomes too much, take refuge on the shaded upper deck for a gourmet lunch, then retire to a lounger on the vast, uncluttered sun deck with a book and a cool drink.

SEANNA provides chic accommodation for 12 guests in seven en suite cabins, including a magnificent master cabin with his and hers bathrooms, a study and lounge area. State-of-the-art innovation blends with traditional features throughout the yacht, from the main saloon cinema with its 90 inch screen, to the elegant library with its working fireplace.

Special features

Zero speed stabilisers, gym, jacuzzi, massage room equipped with private bed (massage therapist available upon request). 7m Novurania Chase tender with 230hp engine, 8.5m Stancraft custom wooden tender with 350hp engine, 6m Ribeye tender with 115hp engine, 2 x Yamaha VX 1100cc jetskis (3 man), 2 x canoes, 2 x stand up paddle boards, 2 x F5 Seabobs, waterskis, wakeboards and tows, snorkelling gear, fishing gear, aqua park trampoline. SEANNA is also an RYA training centre for personal watercraft. State-of-the-art audio-visual system, with Apple AirPlay in all guest areas, Xbox, Nintendo Wii and club Seanna disco.

Charter rate

From EUR 434,000 per week, plus expenses.

Cloud 9 FOR CHARTER

WINTER/SUMMER West Mediterranean / Mediterranean
LOA 196.9ft (60m)
BEAM 36.7ft (11.2m)
BUILT CMN Shipyard, France
YEAR 2009 (refit 2013)
GUESTS 12 (4 double, 2 double/twin, 2 pullman, as required)
CREW 15

The sensational Andrew Winch-designed CLOUD 9 provides the ultimate six-star superyacht experience. Charter guests enjoy the freedom of an expansive 500 metres squared of living space and a further 200 metres squared of deck areas for entertaining or relaxing. This yacht boasts a number of unique features including an ingenious inside/outside panoramic dining space with sliding glass panels to protect guests from the wind, and a dazzling staircase that spirals around a spectacular glass and bronze sculpture.

CLOUD 9's stylish, contemporary interior combines a restful, neutral palette with warm woods and natural light. Luxurious accommodation is provided for 12 guests in six cabins, including an impressive VIP suite on the bridge deck with its own private terrace. A further four en suite cabins, two of which convert to a twin configuration, can be found on the lower deck. The vast open-plan owner's duplex suite provides complete privacy and includes an elevated observation lounge, owner's office, his and hers bathrooms and separate dressing rooms.

The sun deck is perfectly equipped for spending time outdoors with a jacuzzi surrounded by luxurious sun pads, a wet bar, barbecue, shower and day head and a huge sun bed aft for soaking up the sun. CLOUD 9 features state-of-the-art entertainment systems throughout. The upper saloon doubles as a cinema lounge where guests can unwind, and a gym on the bridge deck offers the ideal workout space.

Special features

Jacuzzi, inside/outside panoramic dining area, flexible accommodation, private terrace in VIP cabin, barbecue, cinema, gym (converts to an extra cabin with two pullmans and en suite shower room), RYA approved training centre for personal watercraft, zero speed stabilisers. State-of-the-art audio-visual system, Nintendo Wii, huge collection of watertoys.

Charter rate

From EUR 329,000 per week, plus expenses

▶ **TIGER'S EYE** | 98' Hargrave
Guests: 9 | **Staterooms:** 4 | **Crew:** 4
Summer Cruising: Florida/Bahamas | **From:** $38,000/wk
Deck Jacuzzi, waverunner, convertible twin guestroom.
charterbrochure.com/tigerseye

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▶ **RHINO** | 154' Admiral | **Guests:** 10 | **Staterooms:** 5 | **Crew:** 10
Summer Cruising: New England | **From:** $140,000/wk
3 tenders, 4 jetskis, 2 u/w scooters, water slide, WiFi. **rhinoyacht.com**

▶ **CAPRICORN** | 140' Proteksan-Turquoise | **Guests:** 12 | **Staterooms:** 6 | **Crew:** 8
Summer Cruising: Mediterranean | **From:** $160,000/wk
32' Scout, 2 waverunners, kayaks, SUPs, stabilizers, WiFi. **capricornyacht.com**

▶ **ANDROMEDA LA DEA** | 154' Perini Navi | **Guests:** 9 | **Staterooms:** 4 | **Crew:** 9
Summer Cruising: Eastern Mediterranean | **From:** €105,000/wk
True elegance, immaculately kept, exceptional crew. **syandromedacharter.com**

▶ **PTARMIGAN** | 82' Nautor Swan | **Guests:** 7 | **Staterooms:** 3 | **Crew:** 4
Summer Cruising: Mediterranean | **From:** $37,000/wk
Excellent crew to guest ratio ensuring the best service. **yachtptarmigan.com**

▶ **SWEET ESCAPE** | 130' Christensen | **Guests:** 10 | **Staterooms:** 5 | **Crew:** 8
Summer Cruising: New England | **From:** $95,000/wk
2 tenders, water slide, 2 JetSkis, 2 SUPs, SCUBA, gym, WiFi. **yachtsweetescape.com**

▶ **SUNSHINE** | 124' Lloyd Ship | **Guests:** 12 | **Staterooms:** 5 | **Crew:** 7
Summer Cruising: Caribbean/Bahamas | **From:** $75,000/wk
SCUBA, water slide, waverunners, SeaBobs, SUPs. **sunshineyachting.net**

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▶ **ARIOSO** | 130' Westport | **Guests:** 10 | **Staterooms:** 5 | **Crew:** 7
Summer Cruising: Bahamas | **From:** $98,000/wk
30' Intrepid w/fishing gear, stabilizers, 2 JetSkis, 2 SUPs. **yachtarioso.com**

▶ **W** | 130' Westport 2014 | **Guests:** 10 | **Staterooms:** 5 | **Crew:** 7
Summer Cruising: Florida / Bahamas | **From:** $125,000/wk
30' Intrepid w/fishing, stabilizers, 4 SUPs, 2 JetSkis. **charterbrochure.com/w**

▶ **CLEVELANDER** | 82' Nautor Swan | **Guests:** 8 | **Staterooms:** 4 | **Crew:** 3
Summer Cruising: Mediterranean | **From:** $40,000/wk
Luxury performance sailing yacht, large array of water toys. **clevelanderyacht.com**

▶ **MORE MAGIC** | 67' Discovery Yachts | **Guests:** 6 | **Staterooms:** 3 | **Crew:** 2
Summer Cruising: New England | **From:** $18,000/wk
Large cockpit, roomy interior with 3 double cabins and great crew. **more-magic.com**

▶ **CAMARINA ROYALE** | 115' Benetti | **Guests:** 10 | **Staterooms:** 5 | **Crew:** 6
Summer Cruising: Bahamas | **From:** $79,000/wk
28' Buddy Davis TT, 2 SeaDoos, towables, Jacuzzi, kayak. **camarinaroyale.com**

▶ **VICTORIAN ROSE** | 63' Burger | **Guests:** 4 | **Staterooms:** 2 | **Crew:** 2
Summer Cruising: Florida / Bahamas | **From:** $13,000/wk
Ideal family yacht, competitively priced. **charterbrochure.com/victorianrose**

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At Last

44.17 meters / 145 feet, Heesen, 1990/2014

Guests: 11 **Staterooms:** 5 • **Winter:** Caribbean **Summer:** Caribbean • **From:** $135,000 / week plus expenses

Leisure: 35' Scout tender - brand new 2014, 18' Novurania 550DL - 5.5m w/Yamaha 115 HP Outboard - 10 PAX, 36' Water Slide from Fly bridge, 16' Cruiser water trampoline, Wave runners: (4) Kawasaki high performance STX15F, Sea Doo underwater scooters (3 pax): new 2014, (2) 2015 Seabobs, (4) Water ski sets, O'Brien Wakeboard and CBC Wakeboard, O'Brien Junior water ski set, (2) Paddle boards, (6) Donuts, towed toys and 5 person Hot Dog, (4) Sea kayaks – 2 single seat, 2 double seat, (18) Scuba dive sets - color coded dive tanks (new fall 2012), Bauer dive compressor + tank bank, Brownies 3rd lung, Snorkeling equipment in all sizes, Large assortment wet suits, spray guards and goggles, Assorted Fishing Rods/Reels for deep drop, game and salt water fly fishing, Board games and Jig Saw puzzles, Scuba diving instruction & resort course available, Exercise equipment, free weights, yoga, bands, exercise balls

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1782

NATORI

41.8 meters / 137 feet, Baglietto, 2009

Guests: 10 **Staterooms:** 5 • **Winter:** Mediterranean **Summer:** Mediterranean/Balearics • **From:** € 135,000 / week plus expenses

Leisure: 9.75m Luxury Scorpion tender with teak decks and complete water sport possibilities, 500hp, 3.4m Novriania rescue tender, 3 person SeaDoo Wake Pro 215hp Jet ski, 2 x 2 person inflatable expedition style Sea Kayaks for exploring tranquil coves and bays, 3 person towable water toy, 2 x Sea Doo VS Supercharged Sea Scooters, Jobe air stream 4 person flying towable toy, Full water sport package inc. Water skis, Mono skis, wakeboard, towable toys inc. large banana boat, single and double biscuit, Diving and snorkelling equipment with onboard dive compressor,Spire fishing equipment and fishing equipment, Nintendo Wii with variety of games, Gymnasium on the upper deck, running machine, television, iPod docking station

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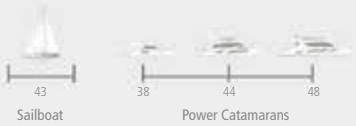

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AZIMUT YACHTS Sea Ray OCEAN ALEXANDER

TIME-TESTED

The Huckins 44 epitomizes the builder's nearly nine-decade knack for carving its own path.

By Jeffrey Moser

BOATBUILDERS HAVE always sought new design directions to keep up with ever-changing trends. During the past 30 years, some have been successful and some have, in hindsight, looked best suited for reruns of *Miami Vice*. A bright contrast is Huckins Yacht, whose hand-built offerings trace their lineage to boats designed decades back with retro styling that looks as stunning now as it did on Hull No. 1's launch day.

This is particularly evident in the builder's perennially popular 44-foot custom craft, which comes in three styles: Atlantic, Ortega and Sportfisherman. Like all Huckins models, the 44 uses a version of founder Frank Pembroke Huckins' Quadraconic hull, featuring a sharp entry with four conical sections, a flat aft section and steps to help the boat get on plane quickly.

"Every single boat is built to what the owner wants, [and] every 44 is different," said Cindy Purcell, Frank's granddaughter and the owner of Huckins Yacht.

Another shared trait aboard every 44 is stunning woodwork. I was on Hull No. 454 — an Atlantic — a few years ago, and her mahogany interior, cherry and ash sole, and rosewood-accented instrument panel were gorgeous. Purcell said that, while several have been outfitted similarly, choices for interior woods are determined by owners and are essentially unlimited. Like many 44s, No. 454 has a two-stateroom layout and a single head. Some have been built with one stateroom and others with a day-head off the salon to accommodate anglers who don't want to go belowdecks.

On the 44 I was aboard, and on subsequent models, Huckins has mastered the melange of classic design and modern amenities. Buyers appreciate salty standbys like teak swim platforms, cedar-lined hanging lockers and a six-spoke mahogany wheel; the convenience of Sub-Zero drawer-style refrigerators/freezers; and the comfort and adjustability of a Stidd Admiral helm chair.

The Huckins Yacht 44's exquisite lines are timeless.

COURTESY HUCKINS YACHT

Like most everything else on a Huckins, the choice of power plants is at the owner's discretion, although the company's website does note 380-horsepower diesel inboards as standard power. Models have been built with more powerful engines, and the latest has twin 480-horsepower diesels matched to Zeus pod drives.

When matched to 380-horsepower diesels, the 44s will get more than 1 nautical mile per gallon at a cruising speed of 22 knots.

The 44 I tested a few years ago achieved better than 1 nmpg at cruise speed, and I was impressed with her other performance attributes too. She was on plane in less than 10 seconds and made mincemeat of 3- and 4-foot seas to a top hop of about 29 knots. Her helm had excellent sight lines all around, she was a joy to pilot, and she was a head-turner too.

I found four 44s on the brokerage market ranging from $295,000 for a 2000 Atlantic to $649,000 for a 2009 flybridge with Hamilton water jets and a go-anywhere, 2-foot-7-inch draft.

At any price, the singular approach Huckins has applied to boatbuilding for 87 years is evident in the 44: timeless and handsome in any port.

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127 IAG 2016 – HULL 3

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90 FALCON 2010

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79 MAIORA 2006

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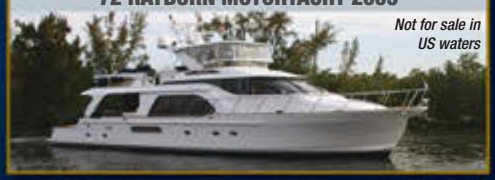

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QUIET SUN - 76' 2015 Hargrave Flush Deck – Our Best Live-aboard design in a generation!
If you're buying your "last" yacht, don't miss this all new widebody design that can be handled easily by a couple. Combining the speed and stability that only comes with a Jack Sarin performance hull platform; she has more room in all the right places, plus state of the art entertainment and electronics. Powered by the new CAT C-18TA 1,150 engines and twin 20 kW gen sets. From the time you enter the main salon you will find yourself saying "wow" over and over during your tour. ***Our best Liveaboard design in a generation!***

SEA LIFE – 68' 2003/2014 Hargrave Flush Deck – With a stunning open floor plan you are always part of the action
Clear sight lines fore to aft are the hallmark of this yacht's open floor plan. She has an impressive 3 ensuite stateroom layout, which accommodates up to six guests. Aft crew quarters feature over/under bunks and private head. Full walk around decks for easy line handling, twin CAT 3406 TA with 800hp engines, and Naiad stabilizers. New exterior paint and interior updated soft good package.

FRIENDSHIP – 75' 2004/2010 Princess Flybridge – Sleek styling, smooth high speed cruising
The best seller in the Viking lineup has the accommodations, layout, and performance for serious cruising. This boat has an excellent maintenance history, as well as a recent interior upgrade. Has EZ2CY enclosure, bow and stern thrusters, full electronics and A/V package, 13' Novarania tender with 40 Yamaha.

NEVER QUIT – 78' 2007 Hargrave Flush Deck – Versatile and easily maneuvered plus remarkably spacious and livable
Built with a wide open floorplan perfect for entertaining, NEVER QUIT feels bigger than 78' and is loaded with the best equipment including a TNT tender lift that makes the bridge feel like a 100' yacht! The four stateroom layout with full walk around side decks and flybridge with custom built hard top for extra visibility and air conditioning, NEVER QUIT is the perfect yacht for your next quality yacht. Twin CAT C-32 with CAT Platinum Engine Warranties until 10/16/16.

THE NEED TO "ESCAPE" HAS NEVER BEEN GREATER

In today's high pressure world, the level of stress and aggravation has never been greater, and perhaps that's why you're looking through this magazine. You're ready to do something and the question is what? One thing I can promise you – regardless of what you buy, the time you spend on the water will produce some of the greatest memories you will ever have with your family and friends.

Wondering which boat you should buy to take you there? You're probably thumbing through this magazine right now trying to narrow your search, checking out all the equipment, the performance, and the prices and you know what? It doesn't matter. It really doesn't.

You see, what you're looking for is not a boat; you're looking for an experience, and not just any experience, but an incredible experience. Your happiness has very little to do with the boat and everything to do with what happens after you let go of all that money. Visit with us and learn how we are putting the fun back in boating one owner at a time.

Why settle for just a boat when you can be part of the Hargrave family?

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RAINBOW 131' (39.9M) :: HOLLAND JACHTBOUW :: 2012 :: €10,450,000

RAINBOW is a true "dual purpose" yacht – equally well suited as a "silver service" charter yacht for up to eight guests or as a grand prix racing yacht of the highest caliber. Built by the Dutch Masters at Holland Jachtbouw in 2012, RAINBOW is among the most recently launched J-Class reproductions. Dykstra Naval Architects developed RAINBOW from the original plans of this 1934 America's Cup winner. They then smoothed her lines to modern hydrodynamic standards and optimized to the new J-Class rule. Her engineering and construction created a modern classic, built with "cutting edge" technology, engineering and materials. RAINBOW is quite simply, the best of her breed!

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CABOCHON 93' (28m) :: Ta Chiao :: 2013 :: $3,490,000
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ATALANTE 90' (27.5m) :: Classen Jachtbouw :: 2009 :: €4,60,000
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METOLIUS 82' (25.5m) :: Royal Huisman :: 1992/2012 :: €1,400,000
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ILLUMINATION 80' (24.3m) :: Hatteras :: 2004 :: $2,995,000
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Tamara K | 1993 82' Hatteras
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De'Ja'Vu' | 2010 78' Ferretti Yachts
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Moondance | 2010 78' Princess Yachts
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$1,449,995 | Bill Shewbridge, 954.303.4033

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$2,595,000 | Justin Sullivan, 954.931.2230

Lovliest Lady | 1996 75' Hatteras
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Michael Wiest, 510.917.7749

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MATCH POINT 161' (49M) Christensen 2009. 6 Staterooms
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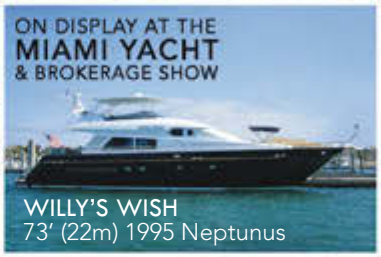

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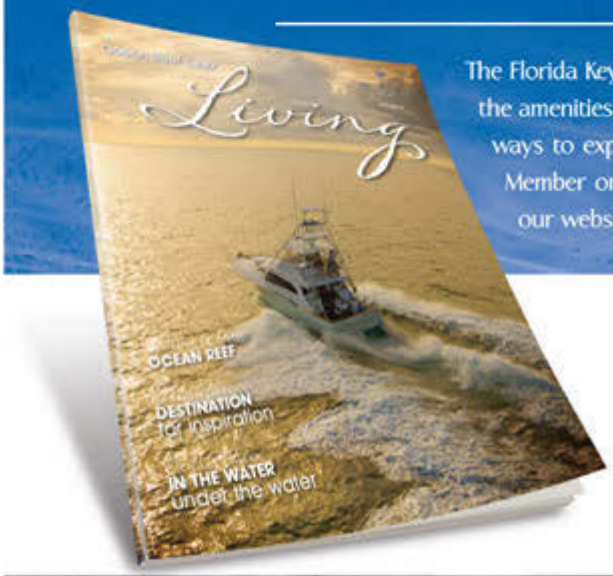

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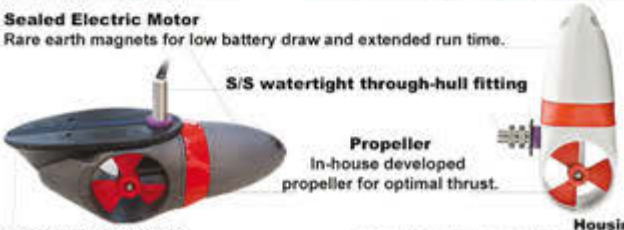

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HOPE IN WHOVILLE

I'm thinking about what the Grinch got right!

By Jay Coyle

You know, I look forward to them about as much as Aunt Edith's fruitcake. If you're breathing and can smell the sea from your ZIP code, you likely received a few. I'm referring to heartfelt holiday messages like: "Holiday Special. High Performance Style and Luxury. 20 Percent Off! Just $8 Million!" Ahh, so much promise, but it's the 26th and Santa didn't deliver. Oh dear! In our house I am Santa. Or is it the Grinch?

I admit that this sort of holiday spirit sours me. I'm just not moved by season's greetings with Santa struggling down a chimney with a sack full of megayachts trimmed in ribbon and bows. It's not that my heart is a size too small. It's my wallet that doesn't measure up. I've been thinking about a new ride, but these dreams don't fit in my sock. This past autumn, before I'd digested my last Turkey Day sandwich, I was ready to sled the entire mailbag to the top of Mount Crumpit and dump it.

Then something odd happened. It wasn't singing Whos in Whoville that got the message right, but my kids, now adults. During the holidays, they shared their many memories of Christmases past. *Anhinga*, our 37 Bertram, had been our holiday home for most of the 22 years we owned her. Son Casey kicked things off by reminding us of the year I miscalculated the conditions in Jupiter Inlet.

I had opted for the leftovers of a nor'easter offshore over the boredom of the ICW. By the third breaking sea, our plastic Christmas tree and a section of sofa with my wife, Nelia, aboard had passed through the salon door into the cockpit. When we reached Biscayne Bay, the bag stuffed with gifts Santa had cleverly hidden in the chain locker looked like a beaten piñata.

Son Jake recalled the year Santa and a bevy of eggnog-empowered elves visited the marina by pontoon boat. Santa spent the day at the bar sucking down brews. The jolly fellow became so naughty one of the elves dispatched him with a right hook. Jake spotted him jelly-belly up and noted that Santa must be a yachtsman. He wore Top-Siders.

What Nelia and I remember most about those holiday cruises is that boating was great for our family. The boat brought us closer — literally. There was no room to sit around watching parades and reruns of holiday classics. We were making memories: spending time with friends dockside, swimming, snorkeling or fishing.

Holiday or not, with friends, family or both, spending millions for a boat trimmed like a Fifth Avenue townhouse that cruises at turnpike speeds is a fine thing, but kids can do well with far less. A sales pal groused to me that too many buyers now think only of decorating their dock and sell out before facing their first yard visit. As the Grinch might point out, maybe boating's not about proving you've scored. Maybe it's about just a little bit more!

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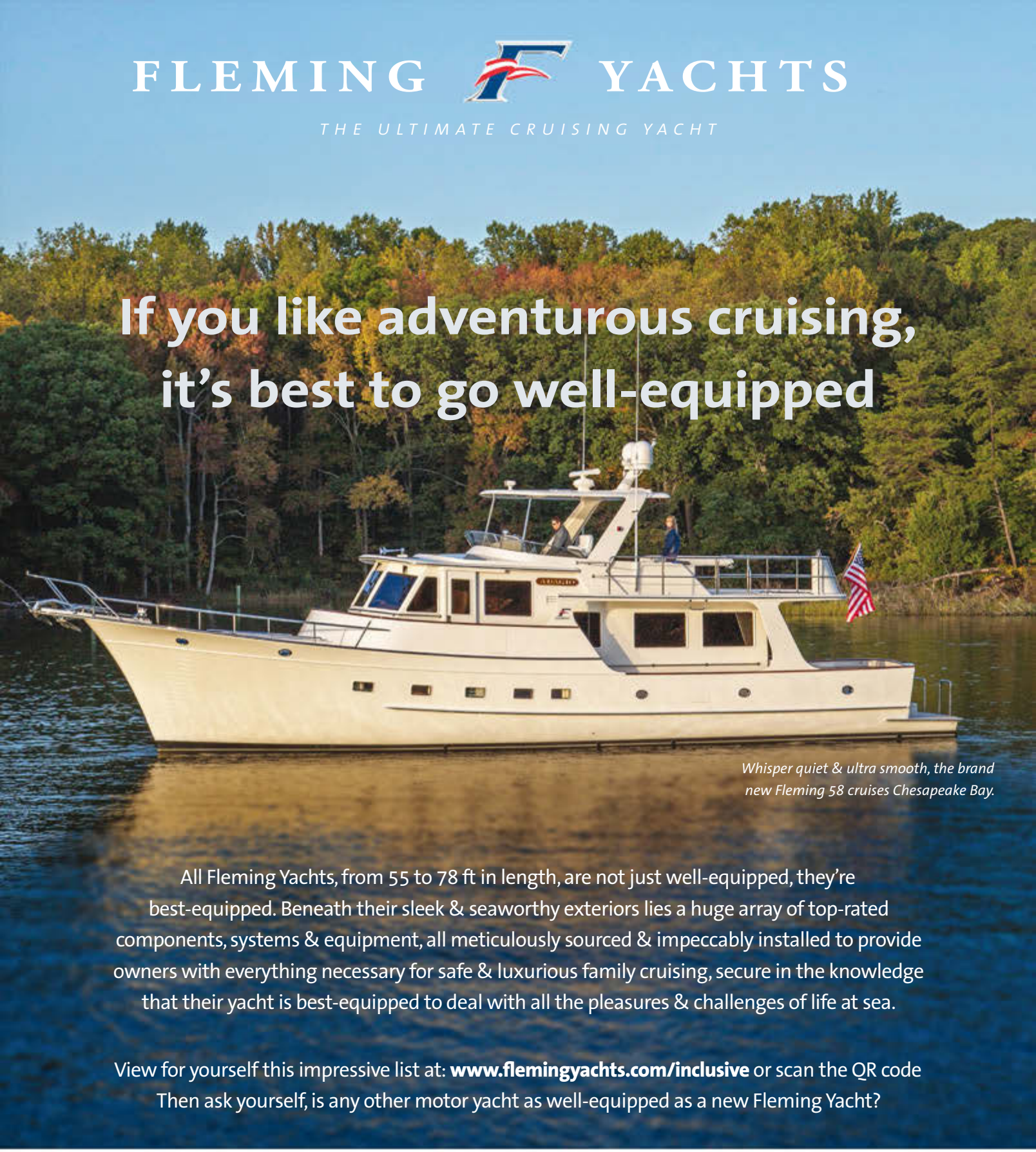

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